Weather

Fine weather today. The maximum temperature yesterday was 72.3 and the minimum 44.0 the figures for the corresponding day last year being 77.7 and 56.6.

THE CHINA PRESS

大陸報

T oday's paper consists of 38 pages in three sections

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JAPAN WON'T SIGN TREATY WITHOUT RACIAL EQUALITY

Insists Clause It Wants Must Go Into Preamble Of League Covenant

ACT ON SHANTUNG

Nipponese Delegates Ask All German Leases On Peninsula

TO ASK FOR VOTE

Baron Makino Will Move To Get Decision At Plenary Session

(Reuter's Agency War Service)

Paris, April 27.—The questions raised by the Japanese cause interest in Peace Conference circles. The Japanese are insisting on two points being answered before they will set their signature to the peace terms: the insertion of a clause recording the fact that all German leases, claims and rights in Shantung peninsula have passed to Japan and the addition to the preamble of the League of Nations of a clause setting forth racial equality. At the plenary session on Monday Baron Makino will insist on a vote being taken on those questions.

Terms Are General

The only mention made of the German colonies in the terms of peace to be presented to the German delegates at Versailles will be a clause by which Germany renounces all claims to her former colonies. The question of the division of these colonies among the Allies will be left over for future discussion.

Press Gives Dinner

Paris, April 27.—Last night the Chinese press entertained the representatives of the French and Allied press to dinner. Mr. Hu, the Chinese Minister to France, who presided, made a speech on the subject of China's love for justice, her respect for other nations and her desire to live in peace with neighboring peoples aiming at an international understanding.

FRANCE GIVES GREETING TO BRITISH SQUADRONS

Elaborate Program Is Prepared For Entertainment Of Officers And Crews

(Reuter's Agency War Service)

London, April 22.—At the invitation of the French Government two British squadrons are visiting France.

An elaborate program for the week's entertainment has been arranged for the officers and crews, commanded by Admiral-of-the-Fleet, Sir David Beatty, in Paris.

The officers will make a tour of the battlefields, including Rheims.

On the occasion of the visit the French newspapers in their leading articles pay warm tributes to the British navy.

Cherbourg Greets Visitors

Cherbourg, April 22.—A British squadron comprising four battleships, one cruiser and eight destroyers commanded by Vice-Admiral Sir A. C. Leveson has arrived.

The town is profusely decorated in their honor.

Second Squadron Arrives

Brest, April 22.—The second squadron consisting of five cruisers and eight destroyers under the command of Admiral Sir Reginald Tyrwhitt has arrived.

They were welcomed by enormous crowds.

Ramsay Is Appointed Paris Naval Attache

(Reuter's Agency War Service)

London, April 28.—The Admiralty announces that Commander the Hon. Alexander Ramsay has been appointed Naval Attache in Paris.

Still Time To Buy U.S. Victory Bonds, But None To Spare

Banks Are Open Race Day Mornings And Subscribers Are Urged To Hurry

Monday, Tuesday and Wednesday are race holidays but the banks are observing morning business hours and investors still have a chance to subscribe for U. S. Victory Loan bonds before the campaign concludes. There has been a slight increase in the number of applicants during the past few days but the chance of higher exchange is evidently encouraging a lot of people to hold off for a better rate. Shanghai's applications for bonds must go in early and intending buyers are urged not to delay too long.

Arrangements for taking subscriptions have been made at the American Express Co., American Oriental Bank, Asia Banking Corporation, International Banking Corporation and Philippine National Bank.

SHAREHOLDERS PROTEST BANK OF CHINA CHANGE

Local Men Indignant At Effort To Make Institution A Political Weapon

Resolutions vigorously opposing the decision of the Peking Parliament to give control of the Bank of China back to the government were passed at an extraordinary meeting of the local shareholders of the bank at the Ta Kiu Chun Restaurant Friday night. Telegrams protesting against the measure were sent to President Hsu Shih-chang and Premier Chien Nung-hsun and letters of similar nature have been addressed to the Senior Northern and Southern peace delegates, Messrs. Chu Chi-chien and Lang Shao-yi.

A deputation elected by the meeting consisting of six shareholders, Messrs. Chu Pao-san, Fei Shen-sung, Chow Tsan-ling, Tam Hai-chu, Shao Tso-chun and Hu Ti-sun, will call on Mr. Chu Chi-chien, the Northern delegate, this morning at 11 o'clock and on Mr. Lang at 3 o'clock this afternoon. The board of directors at Peking will also be urged to use every means to free China's premier bank from the grip of the politicians. The shareholders here regard the change as only an overture to compel the bank to advance military expenses and upset the financial conditions of the country.

The Shanghai shareholders were most indignant upon receipt of the news that another attempt will made by the government to encroach upon the bank as Yuan Shih-k'ai did in 1913, when under the pretext of reorganising the bank the institution was made a sort of family coffer of the Emperor-President. The office of the directors were made appointive instead of elective.

The decision to take over the control of the bank was first made by the Lower House of the Peking Parliament on April 28 and referred to the Senate on the same day. It is said that this was done through the instigation of certain politicians who wanted to utilise the bank as a tool for political struggles.

Political interference with the bank since its establishment in 1911 has been strong and frequent. Over ten governors were appointed at various times during the first five years. Sometimes several were appointed during one year. The other important members of the staff were replaced whenever a new governor was appointed, so the organisation of the institution has been most dislocated and unsatisfactory.

S.O.S. For Consignees To Remove Their Mail

Even The U.S. Jail Is Full Of Parcel Post Matter

The S. O. S. signal is fluttering from the U. S. Post Office. The office during the past week has been the receiving point for large consignments of parcel post matter and consignees are requested to please come and get their packages. Notices have been sent out.

Postmaster Everett now has both floors of No. 18 Whangpoo Road, the new parcel post room next the river, two garages and the American jail—fortunately untenanted—crammed with parcel post matter. The U. S. Court has no criminal cases on the docket for tomorrow morning, but you never can tell what is going to happen in Shanghai and it is up to the business man who has been notified to cart his bundles away, for they may want to use the jail in a hurry.

Postmaster Everett is trying to secure additional storage space for parcel post mail.

Paris Fashions Are Not Always Comfortable

—Marcus in New York Times

Democracy And Education Discussed By Prof. Dewey

More Creative Theory And Method, Adapted To New Social Order, Is Necessary

Professor John Dewey of Columbia University gave the first of his two lectures yesterday afternoon at the Kiangsu Educational Association Building in the Chinese City. A packed audience heard him. His general subject was democracy and education, and he emphasised particularly the necessity of a more creative method in teaching.

In summary, he said that an interest in education has always followed directly and from necessity upon the growth of democratic ideas. The need of enlightenment upon the masses is too obvious t require comment. What is of interest to us is the character of the educational development which is required.

The first need is a great extension of the range and scope of schools. Up to a hundred years ago or less, schools were intended only for the few, the privileged class. The English word school comes from a Greek word meaning leisure; it proves how much schools were for the leisure class only. When education was extended it was still confined to those classes that were directly responsible for the management of society—clergy, clerks, lawyers, scribes, public officials.

Democracy's First Effect

The first effect of democracy and of representative government short of democracy has been to create the movement for popular, universal and compulsory education. It should be encouraging to a country like China, where this movement is still in its infancy, to consider how recent after all it is, even in the more advanced countries, France, Germany and the United States.

This development, however, provides only the external machinery and equipment for a democratic education: money, buildings, grades, books, etc. Too often it has increased the number of those coming under the old type of education rather than radically affected its character. So, equally important is the change in the spirit, aims and methods of education to adapt really to the needs of the masses, who are of course as the masses the wage earners as well as the citizens of a republic. A country which is only just establishing national popular education is in this respect a new country and has every opportunity to avoid waste of time and energy by avoiding the mistakes of older countries and starting upon the most advanced basis.

Traces Development

Professor Dewey then went on to trace rapidly the development of the philosophy of education. In all countries, he said, the older and aristocratic education was essentially literary in character, that is, what is known as "classical." The negative reason for this was the contempt for labor and for the work of the hand. This affected science, as well as what we call manual training; for it excluded the mechanical and experimental point of view. The positive reason was that literature embodies the achievements of the past. A literary education by its very nature tends to be conservative. It aims at the perpetuation of traditions; it finds its model in the past. Everywhere it depends upon classics. The type of mind concerned with discovery and progress is ignored. Moreover it cannot be denied that the literary type gives a knowledge of human nature and social affairs, which is valuable socially and morally. Literature has been the great means of creating a common way of thinking and feeling.

Positively a democratic society demands an education based on two principles, the two most fundamental principles of democracy. These are intellectual individuality and a sense of co-operation in activity. Intellectual individuality can briefly be described as thinking for oneself, the power of observation and judgment. With the lessening of external control resulting in the change from autocracy to democracy, the handing down of orders and their meek obedience, there must be substituted an internal control, or else there is mere anarchy and chaos, which always ends in the re-establishment of external domination. Intelligent thinking is the only method of personal control. And the development of that capacity is the function of the school.

Mistake Of Past

The past education, Mr. Dewey pointed out, has failed in this respect. Its theory has been that its function was to impart facts, to stuff children with information, to conceive them merely as blank slates to be written upon. The result has been the

(Continued on Page 6)

Plan Two New Fire Stations; Additional Apparatus Coming

Council To Build In Yangtszepoo And Bubbling Well; Two More Pumps For Department

Two new fire stations, one at the corner of Yangtszepoo and Lay Roads on the lot adjoining the Yangtszepoo Police Station, and the other in Bubbling Well District near the end of Bubbling Well Road, are to be built by the Municipal Council. Plans for the Yangtszepoo Station are completed and work will start immediately. Plans for the second station will be begun shortly.

Two new motor pumps are to be added to the department, it was learned yesterday. One of these, a Leyland modern truck with a capacity of 500 gallons per minute, will arrive from England in a few weeks and the appropriation for the second has been made. With the new pumps, the Shanghai fire department will be equipped with 23 pieces of motor apparatus.

Plan Flying Squadron

Another change to increase the efficiency of the department is the project to make the Cadillac combination hose wagons and pumps into flying squadron wagons, with carbonic gas tanks attached in order that chemical may be used for small fires. The aim of the department is to decrease loss by water.

The use of chemical has been the only remaining factor necessary to insure lowest possible water losses as the department is one of the few in the world that is completely equipped with specially designed controlling breeching pieces and nozzles. Every nozzle used by the local firemen may be shut off, thereby saving water damage and loss of time in shutting off at the pump of hydrant.

The department has made rapid strides in the last four years and now lacks only a modern fire alarm signal system with boxes at convenient street junctions and direct connections to stations. To insure the success of the fire prevention program now planned for the Settlement, the alarm signal system is necessary.

New Stations Badly Needed

The stations planned for Yangtszepoo and Bubbling Well are badly needed and the Council plans to push the work of the new structures as rapidly as possible. A district station was necessary in Yangtszepoo because of the large cotton mills. Three fast machines will be stationed there.

The rapidly growing residential district and the erection of several mills on the Soochow Creek demanded another station in Bubbling Well District.

With the new stations and more automobile equipment planned, the Settlement will have one of the best fire departments in the Far East, with details stationed at strategic points allowing the fast motor apparatus to adequately and efficiently protect the entire Settlement.

Many Changes In Ten Years

The past ten years have been marked by many changes in the organisation, equipment and administration of the Shanghai Fire Department and the elimination of the volunteer section after 52 years of noteworthy service has been one of the most radical steps in the Settlement's fire fighting history.

Since its organisation in August of 1866, the volunteer fire brigade has been one of the institutions of the Settlement. It has maintained high traditions, attained marked efficiency and only passed out of existence when the growth of the Settlement demanded a paid fire-fighting staff available for duty in full strength at all hours of the day and night.

Starting with two engine companies and a hook and ladder company in 1866, the Brigade gradually assumed proportions. In 1867 the Delgue Company came into being when the Council purchased an Amoskeag steam fire engine. At the end of the year the Brigade had attained a strength of three hand engines, a steam engine and the original hook and ladder company.

The first constitution of the Shanghai Fire Department was approved by the Municipal Council on January 12, 1869. Mr. A. A. Hayes, the prime mover for the establishment of a department, was then Fire Commissioner and Mr. C. P. Blethen was Chief Engineer.

A year later the strength of the department was 174 members exclusive of Chinese auxiliaries. There were but seven fires in 1870.

An interesting feature in the annual report for 1870 was the "mode of alarm" then in vogue. It is as follows:

Alarms in 1870:

1—By ringing the bells of Trinity and St. Savior's churches.

2—By the police forces calling at the residences of the members of the department.

The report continues:

"The first mode is defective as from the present position of the bells, they are only audible—when ringing—to those living in close proximity to them and even then as a means of alarm they depend considerably on the direction of the wind. The second

(Continued on Page 4)

ITALY IN UPROAR AT BREAK FROM PEACE CONFERENCE

Premier Orlando 'Calls For Support' Of People Against Wilson

LAYS ALL TO HIM

American People Won't Support The President, He Maintains

ALLIES' POSITION

Britain And France Ready To Adhere To Terms Of Secret Treaty

(Reuter's Agency War Service)

Paris, April 23.—Writing to Mr. Lloyd George and M. Clemenceau announcing the departure of the Italian Delegation, Signor Orlando says that it is impossible for the Italians to continue usefully to participate in the work of the Peace Conference. He regrets that President Wilson intervened at the moment when the Italians were making a supreme effort on behalf of conciliation, which, by this very act, he has rendered impossible.

The Italian Premier pays a tribute to the loyalty Great Britain and France have shown during the course of the discussions and concludes by throwing on President Wilson the sole responsibility, in which the American people cannot be made to share, for the decision which the publication of his manifesto has forced upon the Italian Delegation.

Demonstrations In Rome

Rome, April 23.—In response to the invitation of the evening papers to demonstrate on the subject of the claims of Italy, a crowd assembled in the afternoon in the Piazza Colonna carrying flags inscribed "Long live United Italy, Fiume, Orlando and Sonnino.

Singing the National anthem the demonstrators, headed by the Mayor, councillors, senators, deputies and officers, marched to the Capitol, where the Mayor made a speech in which he said that Italy refused to have her war aims betrayed by hypocritical intrigues or the fruits of her victory gathered by her enemies.

Excitement Runs High

Paris, April 27.—The French papers note that the decree of excitement in Rome is even higher than in May, 1915. All are united and the self-confidence of the nation has been increased by the successful termination of the campaign.

Anglo-French Position

London, April 23.—With regard to President Wilson's statement respecting the claims of Italy, Reuter's Agency learns that the following is the position of Great Britain:

The Italians were entitled to Trieste, Pola and part of Dalmatia under the Pact of London, and Croatia was to be given Fiume. Nevertheless the Italians claimed and occupied Fiume. Great Britain advised Italy in her own interests to forego some of her claims but if the Italians insist their treaty rights the British and French will honor their signatures, although if the Treaty must be carried out then Fiume must go to Croatia, according to the Treaty.

Mr. Lloyd George and M. Clemenceau have been endeavoring but have failed to effect some arrangement.

President Wilson issued his statement on his sole responsibility.

All Paris Startled

Paris, April 23.—President Wilson's statement on the subject of the Adriatic, which fell on Paris like a thunderbolt, declares that the same principles must be applied to that part of Europe as are being applied to Germany.

On no other principles will America make peace. Fiume must serve as the doorway for the commerce, not of Italy, but of the lands to the north and northeast. President Wilson appeals to Italy to display magnanimity, generosity and justice.

The Italian Premier, Signor Orlando, announces that in consequence of the situation created by President

Wilson's manifesto he leaves Paris for Italy tomorrow.

Comment Of Press

London, April 24.—President Wilson's sensational declaration is not generally commented on this morning, few editorials on the subject being written before the news of the withdrawal of the Italian Delegation was received.

The Daily Graphic, while disclaiming hostility to Italy, refers to her "obdurate attitude" and advocates the Croat claim to Fiume.

The Daily Chronicle, without condemning President Wilson's "momentous innovation," writes sympathetically concerning Italy's position, though it admits that the issue is one on which opposite opinions can honestly be held. It says that the result of making an exception to past secrecy in Italy's case is to jeojardise the whole League of Nations.

To Publish Terms

London, April 23.—It has been decided that an official summary of the terms of peace shall be made public when they are handed to the Germans.

Germans Told To Come

Berlin, April 23.—Marshal Foch's reply to the German telegram of April 21 says that the German delegates can depart when they are ready and they will be accorded entire freedom of movement for the fulfilment of their mission and for telegraphic and telephonic communication with their Government.

Marshal Foch requests the German Government to state the date of the departure of the delegates as quickly as possible. The journey of the German delegates will be so arranged that they will arrive in Versailles in the evening. So that they can install themselves to best advantage, they may send three commissioners now to prepare their quarters.

HOSPITAL FOR WORKERS NYANGTSZEPOO PLANNED

Funds For Project Subscribed By Industrial Concerns Of District

To care for physical needs of employes in mills of the Yangtszepoo district an industrial hospital is to be opened there as the result of action taken at a recent meeting of the Committee on Development of the Yangtszepoo Social Center. The plan proposes to provide for the workers a dispensary and hospital service which will be followed up by social service in the homes of the people.

At the meeting of the committee Prof. D. H. Kulp, director of the Center, reported that the proposed budget of $7,500 had been practically underwritten by firms of the district, which indicated their willingness to co-operate in conducting the hospital. Mr. J. Kerfoot, manager of the Yangtszepoo Mills and the Ewo Mills, volunteered to make up a slight deficit that remained. Firms co-operating in the enterprise are: The Yangtszepoo and Ewo Mills; The Hou Seng and Deh Dah Mills, Heng Feng and Oriental Mills; The Shanghai Cotton Manufacturing Company; The China Import and Export Lumber Company; Municipal Power Plant; Amos Bird Company; The San Sing Cotton Mill and The Anglo-Chinese Cotton Manufacturing Company.

The committee is composed of Mr. C. C. Nieh, managing director of the Heng Feng Mills; Mr. J. Kerfoot, manager of the Yangtszepoo and Ewo Mills of The Jardine, Matheson Company; Mr. H. Y. Moh, manager of the Hou Seng and Deh Dah Mills, and Mr. H. C. Mei, the Chinese lawyer.

Abstinence League Elects New Officers

Dr. W. H. Lacy Named To Preside Over Organisation This Year

The annual general meeting of the Men's Total Abstinence League was held on Friday, at 5:30 p.m. at the Carlton Cafe. Dr. W. H. Lacy, vice-president, was in the chair. The report and accounts for the year 1918-1919 were presented and adopted and an executive committee elected, as follows:

Dr. W. H. Lacy, president; Dr. G. A. Huntley and Mr. N. A. Viloudaki, vice-presidents; Mr. W. M. Cameron, secretary; Mr. C. J. Passikides, treasurer; and Messrs. W. H. Emberley, Ed. Kilner, I. Mason and J. E. Pest.

A few changes were made in the constitution, of which members will be notified in due course.

It was with sincere regret that the resignation of Mr. L. E. Canning, as president, was accepted.

Cables Again Under Private Control

American cables are again under the control of private companies, according to word received yesterday by Mr. J. D. Gaines, superintendent of the Commercial Pacific Cable Co., from the head offices. The message stated that the change took effect from midnight Friday.

RUSHDI PASHA RESIGNS

(Reuter's Agency War Service)

Cairo, April 23.—Rushdi Pasha has resigned.

AMERICAN COTTON SEEDS SUITABLE FOR CHINA

No Reason Why They Can Not Be Used Successfully, Says H. Y. Moh In Booklet

There is no reason why American cotton seeds can not be grown in China successfully, if the proper precautions are taken, is the opinion of Mr. H. Y. Moh, Manager of the Hou Sung and Teh Dah Cotton Mills, in his booklet entitled "Plain Remarks on Cotton Improvement," whose fourth edition has just made its appearance.

The pamphlet contains two biennial reports of Mr. Moh's cotton experimental stations, which discuss the questions of how to improve the quality of the cotton fibers, to acclimatise the American cotton seed and to extend the cotton area in China. To impress upon readers the importance of the cotton industry in China, a map of the country showing the location of cotton mills and explaining local customs in the industry is shown. A table of cotton imports and exports based on the customs returns from the establishment of the Republic to the end of 1917 is also inserted.

Made Many Experiments

Mr. Moh has spent fully four years, experimenting to acclimatise American cotton seeds on Shanghai soil and where the climatic conditions are similar to this. He enumerates 10 faults generally made by Chinese in introducing American seeds to local soil. They are: shallow planting, late planting, crowd planting, lack of suitable fertilisers, loss of time in carrying out field work, lack of attention to eliminate insects, improper field work, lack of determination on certain particular experiments under plan, planting in shallow ditches and nearly levelled ridges, so the water outlet is not reasonably fast and the growth is hindered and the introduction of seeds from places where the climatic conditions are too different from the place of growing.

Explains Difficulty

The trouble with American cotton raised in China is that the cotton matures too late. Generally about 50 percent of the balls are not cracked when frost sets in. This is partly due to some fault of the grower as mentioned above, according to the report. To solve this difficulty, Mr. Moh made a very interesting experiment on his last year's crop, raised from the seeds he brought back from the States in 1914. He used three kinds of the seeds, one from Anadarko, Okl., one from his own crop of the Cleveland Big Ball variety naturally opened in the field and the other of the same Cleveland variety whose nearly matured balls were picked a few days before frost set in and artificially dried. The results show that the artificially dried cotton fibers are but little inferior to that which were naturally dried.

The booklet and the samples of the yarns obtained from the experiment will be sent to any address free upon request. Mr. Moh's address is 137A San Woo Li, Kiangse Road.

PORTUGUESE VOLUNTEERS RECEIVE VISITORS TODAY

S.V.C. Unit In Camp At Rifle Range Give Tea And Dance For Friends

There is now a Portuguese flag flying over the guardhouse at the entrance to the Rifle Range, where the 62 men of the Portuguese Company of the Shanghai Volunteers under Captain A. M. Diniz are spending their camping days, spread out under 20 army tents.

Ever since Friday evening, when they marched out from their headquarters on the North Szechuen Road, they have been roughing it in a truly military way. The first night in the open was a chilly one, with the gale blowing overhead, and the men on guard duty felt the strain most at their posts in the early hours of the morning. The men are thoroughly enjoying the outing, as well as the ration provided, which is simple and served in purely military fashion.

The first to be called to sentry duty was the first section of the company, composed of some sixteen men, under Sergeant Canavarro. They were relieved on Saturday morning by the second section, who in turn were replaced by the third section last night. The fourth section takes up guard duty today.

Yesterday afternoon the whole company took part in various exercises, including shooting at close range. This morning the soldiers will attend Mass at the Church of the Sacred Heart, Nanzing Road, and arrangements are being made to entertain a large number of friends this afternoon at a tea party and dance, to which the Commandant, Major Pilcher, and other officers of the S.V.C. as well as the Portuguese Consul-General and Mr. Roy of the French Consulate have also been invited.

The occasion will also be used for the presentation of prizes to winners of shooting competitions.

The camp breaks up tomorrow morning in time for business hours.

NEW WEEKLY OUT

A new Sunday publication makes its bow to the Shanghai public this morning, in the form of Lloyd Weekly. The feature articles for the first number are promising and timely, from editorial notes to the open letter on the Fire Bridage question. The policy of the paper appears to be clear-cut and dignified in tone.

Smiles from the Mixed Court

Going homeward a few nights ago, tired after a strenuous day's work and heavy eyed, Tsung Ying-sz gave himself up to pleasant anticipations of the grand sleep he was going to have just as soon as he could get into juxtaposition with the mattress. Yawning contentedly he climbed the stairs of his lodgings on Gordon Road, entered his chamber and, delivering one last sigh of departing consciousness, threw himself at the accustomed corner. Just as his eyelids flickered for the last time he noticed that the bed was not there. But he was too far off the center of gravity to stop short of the floor by that time.

Thoroughly awake and charged with indignation Tsang ransacked the lodging house in search of his cot but not a feather could he find. Slumber began a counter-attack and he gave up the search and resigned himself to the thought of buying a new bed. He sought a pawnshop and called for samples. The pawnbroker pulled one from beneath the counter and Tsang's eyes popped out. It was his own lost bedding. It had been hocked for $2, explained the sympathetic proprietor of the shop, and it would cost $2.30 to redeem it. Tsang protested but the pawnbroker was adamant and the money was paid. Next day Tsang made inquiries and sleuthed about but found no clue that would lead him to the despoiler of his boudoir and finally he decided that this was a case where justice had been successfully sidetracked. But it wasn't.

A day or so later Mme. Tsung Ngoh-sung, who lives on Markham Road, was eating her midday rice and watching little Tsung Kung-ngan compose mud-pies just outside the doorway. She was suddenly horrified to see a youth stride through her son's culinary display, slap the youngster in the face and deftly remove one of his earrings. Mme. Tsung was on the scene before the proceedings went any further and the policeman from the corner arrived immediately thereafter to request the indignant mother to stop shouting and to take San Ah-shu in charge. At the station among San's few possessions was found a pawn ticket—the record of impounding for one bed.

Thus when San appeared in the Mixed Court he faced two charges, on the combined strength of which he was enrolled in the reformatory for a three years' course.

No Offense Meant

Tsang Ching-pau, smith and general repairing expert, was out on a special job of work and found that he needed a certain hammer which was left in his shop. Hastening back to Market Street he found that the hammer was not there. Thinking he might have overlooked it in his kit he raced back to the job. He hadn't overlooked it. Back to the shop again and more searching, which revealed the fact that not only was this particular hammer missing but that another hammer, one screw driver and two files had passed mysteriously from Tsang and Co.'s equipment.

Tsang made a report to the police and presently the latter found the tools being exercised by Yuen Hwa-sung, a mafoo, at a place some distance from Tsang's shop.

Yuen protested to the Court that he had no intention whatever of appropriating the things. He had only taken them to repair a carriage.

In order to help Yuen not to get settled into the habit of such casual borrowing the Court gave him a few words of good advice and made arrangements with a landlord out on Muirhead Road to furnish him a nice quiet room, with few distracting influences, so that he might think these words over for a week.

China Political Notes From Chinese Press

The Ministry of Education has recommended the award of the first class Medal of Merit of the Ministry to General Li Chang-tao, Commander of the Gendarmerie and General Wu Ping-hsiang, the Chief of the Metropolitan Police, for their untiring effect in promoting educational work. General Li has enlarged the various Metropolitan Suburb Schools and established several schools for the poor, while General Wu has established no less than 50 schools for the poor people in the Metropolitan area.

Mr. Hsu Shih-ying, former Minister of Communications, is leaving for the Straits Settlements to consult the Chinese there. He will have for his secretary Mr. Kwang Siao, a secretary of the Ministry of Foreign Affairs. They will leave Peking shortly.

Mr. Chow Tse-chi returned to Peking Friday and called on the President yesterday morning to report on the peace situation in Shanghai. It is learned that all the questions are being solved with the exception of that of Parliament. The South persists in restoring the old Parliment. Even Mr. Tang Shao-yi is placed in a very difficult position.

The Ministry of the Interior is calling a convention of police officers. All the Chiefs of Police of the Provincial capitals and commercial ports will be required to attend. Only those who are prevented from attending personally on account of government affairs are allowed to send representatives.

The Joint Bureau of the General Staff and the Ministry of War has repeatedly asked the Ministry of Finance for military expenses in connection with the defense of Mongolia. Minister Chung Hsin-cheng is very much embarrassed as there is no money to meet the requests. Through an arrangement by General Hsu Shu-cheng, Mr. Chung has consented to advance the sum of $200,000 as the initial expenses and to pay the other expenses by instalments later on.

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ALUMNI OF ST. JOHN'S GIVE DINNER TO TRUSTEE

Dr. John W. Wood Guest At Banquet Is Presented With Silver Shield

That St. John's University graduates have served to interpret the high ideals and good qualities of China to her sister republic across the seas and have helped to form the close link of friendship between the two countries was the keynote of an eloquent address given by Dr. John W. Wood, general secretary of the board of trustees of the university, at a dinner last night given in his honor by 100 alumni of the university at the Great Eastern Hotel.

Mr. T. V. Soong, president of the Shanghai branch of the Alumni Association of St. John's University, acted as toastmaster. Dr. F. L. Hawks Pott, president of the university, and United States Consul-General Thomas Sammons, Bishop F. R. Graves and Mr. S. K. Tsao, of the St. John's Advisory Council, also spoke. Mr. Tsao presented on behalf of the alumni a silver shield to the guest of honor, who made an appropriate response. The shield was engraved with the emblem of the university together with its motto: "Light and Truth." The gathering concluded with the singing of the Alumni Song.

A campaign for a $10,000 building to be known as the Pott Social Hall in memory of the late Mrs. Pott, wife of the President of the University, was launched.

"China and America have known each other for one and a half centuries," said Dr. Wood in part. "They have respected each other and have had friendly intercourse for 150 years. Never has there been any enmity between the two nations because they never had any selfish purposes. You have welcomed our business men, honored our diplomats and accepted our ideals with open hands. The ties of goodwill have been strengthened and drawn closely together by a link. That link is represented by your university which helped to interpret the ways of the ancient country to our people.

"Your alumni have carried away many a cherished prize from our universities and helped the United States to understand the spirit of young China and to share with us the things that are fundamental to a continuing national life. Everywhere, St. John's men are men of great usefulness."

Consul-General Sammons emphasised the importance of leadership among business men and voiced the hope that a School of Commerce might be established in the university.

Little Damage Done By Fires Last Night

Two fires, one at the N.Y.K. stables opposite 148 Yangtszepoo Road at 6:38 o'clock, and the second at 221 Woosung Road, did little damage last night.

Hose laid by the N.Y.K. staff stemmed the outbreak at the stables, quick action confining the blaze to a drying stage over the first floor. Hongkew Division and the flying squadron from Central Station responded but the fire was under control when the apparatus arrived.

The blaze at Woosung Road was in a dwelling over a Japanese variety store. The occupants were disinfecting a mattress over a stove and it caught fire. Little damage was done.

'My Four Years In Germany'

James W. Gerard was the American Ambassador in Germany for four years. He arrived there about the time of the Zabern Affair when a cobbler was attacked by a cavalry officer in the village of Zabern and when the forces of militarism and anti-militarism tested their power.

In the motion picture film, "My Four Years in Germany" which will be shown at the Olympic Theater on Monday, the four years which followed the Zabern Affair are described. The Military Party about the Kaiser is told to find an excuse for war. The excuse comes on the very day when Prince Henry of Prussia is entertaining the British fleet at Kiel. The Kaiser is on his yacht accompanied by von Tirpitz. The news is brought to Prince Henry and the British Ambassador that the Archduke of Austria has been assassinated. Mr. Gerard is somewhat surprised at the fact that the British fleet is at the mercy of Germany at the moment that Europe is thrown into anxiety by the murder of the Austrian Archduke. The next morning the British fleet sails and Germany lost her opportunity to bottle it up in the Kiel Canal.

The war breaks out. The Lusitania is sunk. The Sussex is sunk. Germany misunderstands America's point of view. It believes that America will not fight. Germany plans to give California to Japan, Texas to Mexico and to divide the rest of the country among the War Lords. Then America enters the war. Passports are refused Mr. Gerard unless he signs a treaty favorable to Germany. He says that if he can leave Germany only on that condition he will stay there until hell freezes over. When the Germans realise how resolute he is they give in and permit him to go.

The film has been a great success wherever it has been shown. Tomorrow night when it is shown for the first time in Shanghai at the Olympic Theater, all of the Allied Consuls will be present as the guest of Hon. Thomas Sammons, American Consul-General.

Packard Man Joins Honigsberg Co. Staff

Mr. C. W. Bereth, Of Detroit, Arrives To Take Post With Local Garage

Among the passengers for Shanghai arriving on the Colombia yesterday was Mr. Charles W. Bereth, of Detroit, Michigan, who comes here to join the firm of H. S. Honigsberg & Co. Mr. Bereth, who is accompanied by his wife, has been for the past fifteen years connected with the Packard and Buick motor companies as mechanical service superintendent.

Of further interest to the motoring fraternity is the announcement of the expected arrival on May 31 by the Venezuela of Mr. Fred K. Watson, who comes from the Cadillac Company to look after Cadillac owners' requirements here. The Empress of Asia on her next trip will bring Mr. Steiher of the Goodyear Rubber Co., Akron, Ohio, who will look after Messrs. Honigsberg and Company's tire interests as well as those of the Goodyear Co.

The Banvard Company

"The King of Patagonia," staged at the Lyceum Theater last evening by the Banvard Company, satisfied the large house to the full. The piece was clever and the players made the most of all the opportunities it gave them.

Among the items to draw special commendation from the audience were Miss Hazel Boyd's eccentric dance, which demanded several encores, and Miss Myrtle Dingwall's singing of "Rose of No Man's Land," in which Red Cross uniforms on the chorus proved most effective. Miss Dingwall's solo in the second act also pleased the audience and when she sang "Will o' the Wisp" as an encore they called for it still again. Miss Ryliss Barnes' specialty Egyptian dance was very well done. "Looking for a Man," sung by Miss Pearl Jardinere and chorus and involving amusing stunts with mirrors and torches, was another bit the audience made much of. The show will be repeated tomorrow night.

COLOMBIA SAILS AT FOUR

The Pacific Mail liner Colombia, which arrived from San Francisco and ports yesterday afternoon, will sail for Manila at four o'clock this afternoon. The Colombia brought 70 passengers and 1,500 tons of cargo for this port. The liner is at the China Merchants' Central Wharf.

Two New Fire Stations Will Be Established

(Continued from Page 1)

method works well but is open to extension."

Victoria Company came into existence in 1871 with 20 foreigners and 30 Chinese under the command of Mr. Brodie A. Clarke. The engine was stationed in the compound of Messrs. Gibbs, Livingston and Company on The Bund. The same year brought a fire commission and a salvage corps. The Commission decided to encourage Chinese volunteers and announced that men would be paid 200 cash for turning out to night fires. If the Chinese volunteer remained at the fire all night, he received 300 cash.

The first bell tower came in 1871. A new hook and ladder truck came from San Francisco for the Mih Ho Loongs in the same year.

Coolies vs. Mules

Three years later coolies displaced mules as motive power for the Deluge Company engine. The year's report says: "The mules were unsatisfactory." A fire boat came in 1879, a year marked by one of the biggest fires in the Settlement's history. It was on August 15; 991 houses in the French Concession and near the East Gate Police Station were destroyed.

Until 1891 coolies had been employed to draw engines and hose wagons to fires. Ponies and horses were introduced 1891. The last pony was eliminated from the department in 1916 when complete motorisation was effected.

First Motor Apparatus

The first motor trucks were introduced in 1906, a year that was marked by the separation of the French Company from the International Settlement Brigade, the abolishing of the Fire Commission and the completion of the Sinza station. From 1913 on the department made rapid advancement. Motor trucks were added in 1913, 1914 and 1915. Work on the new Hongkew Fire Station, one of the finest fire houses in the Far East, was started in the same year and the building was officially opened last year.

The actual building up of the present department has been accomplished by Chief Officer, M. W. Pett, who came here in 1912. Since he has taken the reins, the local department has seen many changes and innovations, complete motorisation has been accomplished and fire fighting placed on a professional scientific basis.

The year 1916 was one of the most important in the department's history. The 50th anniversary of the department was observed with a demonstration jubilee when a souvenir program containing a history of the department was published. Many of the facts of this article were taken from this publication.

Fifteen Motors Since 1916

Fifteen pieces of apparatus have been added to the department since 1916, the year of complete motorisation. Two more will be in commission in a few months.

The fifteen machines include two 800-gallon pumps, four fast Cadillac tenders completely fitted with bodies, ladders and equipment in the shops of the department; four extension ladder trucks, a Hudford supply wagon, two Maxwell ladder and hose tenders, a Buick for the Chief Officer, and the new chemical combination wagon that was placed in commission last Wednesday when the first flying squadron was formed.

Other features have been added to the department since 1916, the two years following the jubilee celebration seeing the first attempts at fire prevention.

Engine room doors were fitted with quick opening devices, old accumulators replaced by Edison accumulators, a motor generator set installed at Central Station with feed wires to pull up and down and plugs on each machine. Each machine was fitted with a complement of inch-and-a-half hose, controlling breeches and shut-off nozzles were added, over 1,000 hydrant indicator plates erected on nearest poles and periodic inspection of all hydrants was inaugurated.

Fire prevention work was not confined to apparatus and equipment. Trained firemen are on duty at The New World, Sincere and Company and the Wing On Building. During last year over 2,000 visits of inspection were made to licensed premises and precautions for the safety of the public enforced. A portion of the department staff is on duty at public and private entertainments. Supervision is exercised over exits, stairways and provision for fire appliances at licensed premises.

The present aim of the fire department administration has been toward prevention of fires. Restricting ordinances have been passed by the Municipal Council and the fire department has co-operated in furthering measures to insure speedy response to alarms.

The loss by fire in 1918 was approximately five percent, a record figure. Such has been the success of the administration.

Plans are afoot to make Shanghai one of the best protected cities in the world. The inauguration of a paid staff is but one of a series of steps. Modern fire-fighting methods, up-to-date equipment directed by scientific firemen and a fire alarm signal system are the others.

ALL-AMERICAN ONE-TON SUPER-TRUCKS

The great new opportunities in the automotive industry will be in light tonnage trucks. The demand for these will be enormous for years to come.

The All-American Super-Truck is a one-truck, built in quantities, of standardized design and carefully analyzed materials, by specialists who knowservice conditions and requirements. It insures reliability, low cost of maintenance and operation, and there is not a truck made anywhere that can compete with the All-American on its quality and price basis of $1295.

Dealers can offer a buyer such values in the All-American as will insure certain and steady sales.

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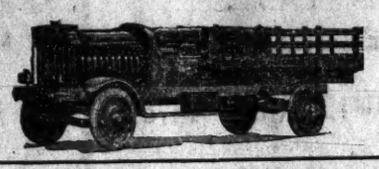

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We have a good selection of these famous beds on show in Black and Brass, also White Enamel. Prices of these Steel Beds obtainable in this Store from **$35.00** upwards.

This Splendid **"SIMMONS"** White 2" Continuous Round-Post **BED.**

Complete with Fabric Spring.

Single bed size 3' 6" . . . . Price **$60.00**
Double „ „ 5ft . . . . „ **$70.00**

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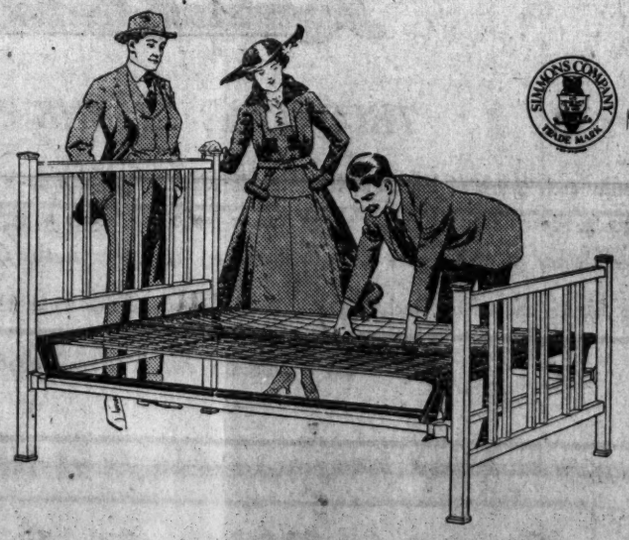
Built of Simmons all-steel tubing, light-weight, patent spring castors, etc. Note its massive appearance—its handsome lines and distinctive character.



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STYLE 578 average figure, low bust, elastic side section price **$6.50 pair**

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The International Savings Society was Founded on the 10th August 1912, and on the 1st of May 1919 there were

$16,800,000.00 of Bonds in Force.

At the next drawing, May 15th, 1919 there will be **4-FIRST RETURNS OF $2000.00** each and more than 850 other returns from $1000.00 to $12.00 each

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The International Savings Society is the First Premium Bond Society Incorporated in the Orient

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BOND No. 981 was issued on the 20th July, 1914, and since that date has drawn

On January	15th, 1915.....	$ 12.00
„ September	15th, 1915.....	$ 150.00
„ October	15th, 1915.....	$1,525.00
„ November	15th, 1916.....	$2,000.00
	Total..	$3,687.00

The Bond was then cancelled as more than its full value ($2.000) had been redeemed and the holder received further the 2 years Surrender Value to his credit.

The Third Sex In Industry

American Observer's View Of A Movement Well Defined In England, In Which Women Seek Special Conditions And Favors

(*New York Times*)

Now comes the third sex in industry, formed of women workers who, like the militant suffragists, regard their interests as distinct from those of men workers, and requiring an organisation or union separate from the men's.

In England this movement is already well defined, and is represented by the Women's Industrial Union under the leadership of Lady Rhondda. The members are referred to as the third sex, though they, like the militant suffragists, repudiate any such designation. In England much bitterness and strife have been caused by the new organisation, but its appearance there at this time is considered to have some extenuating circumstances.

The war drew many women into the industries. It was their hearty co-operation during this period that was the main factor, it is asserted, in winning for them the suffrage. This is a point made by those who contend that extreme militant methods have never advanced women toward the attainment of their aim. But the counsel of continued co-operation with men workers in the trying period of readjustment following the war was not followed by the body of women who are now making a fight in England through the Women's Industrial Union. Unusual conditions, it is fair to say, surrounded some of the women who joined this movement. By the loss of their husbands in the war they had become the heads of families, and the fight for continued employment at the highest possible wages was seen to be a first necessity, with what they considered to be a first call over men upon whom no one was dependent.

What in Great Britain is called the third sex in industry made its American appearance in the dispute over the rights of women street car conductors in Cleveland, Ohio. Several suffrage associations, notably in Ohio and Massachusetts, have been holding protest meetings in favor of the women conductors, and it is asserted that the same exclusive appeal of women for women which was made in England is now being presented in this country. Unless checked in the beginning, much bitterness among men and women workers is expected to ensue, with much loss to the general cause of labor. Women had not been employed on Cleveland street cars prior to the war. The Cleveland street car company advertised for women conductors in August, 1918. Bad feeling resulted among the men employes, who feared the effect this move would have on trade union policies and standards. Later this feeling was aggravated by what were said to be discriminations in favor of the women conductors. The company stated that women were being sought because there were not enough men available to run the cars with efficiency. This the union asserted to be untrue.

The Federal Department of Labor sent two investigators of the Investigation Service to Cleveland to determine whether or not sufficient men were available for conductors. The result of the investigation was against the company; according to its own books, the investigators reported, the company's employment agency had hired 1,142 men and had lost 1,273 men, of which 908 quit, 191 were discharged, 13 died, 2 were promoted, and but 159 joined the United States forces. Later the War Labor Board made a decision that women conductors were not necessary in Cleveland because men were returning from the front, but an extension of time was allowed the company to hold its women conductors on duty.

Later the War Labor Board granted a rehearing of the case. Soon after the controversy reached an acute stage women suffrage associations stepped in with protests over what they termed the great injustice threatened the women conductors. On the other hand, labor representatives assert that if the position taken by the women conductors and their supporters is sustained a great injustice will be done them, and a blow struck at the strength of their organisation.

Miss Gertrude Barnum, Assistant Chief of the Investigation Service of the Department of Labor, which sent the two inspectors to Cleveland, said in Washington the other day:

"The course of the women's suffrage associations in making protests before they knew what they were protesting about—for no hearing had then been held on the women's case and facts were not known—is to be condemned, for the effect of the protests is to stir up strife between men and women workers.

"If the movement succeeded and a separate organisation for women workers were formed in this country, it would mean another division in the ranks of labor, with men and women arrayed against each other for the benefit of the employers, who could play one off against the other. From that would come a lowering of standards and a weakening in other ways of the unions, which have required years and years to build up. The men conductors in Cleveland asserted that the real reason the company desired women conductors was that they were not well versed in trade unionism and would prove more tractable.

"In a word, the men conductors saw in the move an effort to weaken their union; before the women conductors were taken on the men employes wanted to thrash out the consequences with the company, but this was refused.

"If the women were successful as a separate body of workers, they would not only harm the unions as they exist today, but also, ultimately, their own cause. There is but one fair and constructive viewpoint, but one way for the worker to proceed—neither as a woman nor as a man, but as a worker. Women in entering new industries, where the workers are highly organised, should remember that the 'rights' which are spoken of are not natural ones, but that they have been won by twenty-five years or more of protracted effort on the part of the members of the unions, and as a result of many sacrifices. They should be willing to assume the responsibilities that belong to a fellow-worker and be willing to share not only the advantages, but also the disadvantages.

"Take the Cleveland street car conductors. They have been a long time in raising their standards, in shortening hours, and in increasing wages. When a man desires a job as conductor he applies for membership in the union and then seeks employment with the company through the union. That is what is called the 'front door,' and women should know that if they try to enter an industry in any other way than by the 'front door' they will be certain to arouse the antagonism of the organised workers.

"I think women workers generally realise the wisdom and fairness of this. That is why the untimely interference in the Cleveland case by woman suffrage associations is to be deplored.

"Some might blame the Cleveland men conductors. But there are many questions that need to be thrashed out first; first as to whether this is a suitable employment for women; that touches the men conductors in a practical way which outsiders could not realise. The men out of their earnings, not large, have created a sick benefit fund and strike funds, in which any member of the union shares. But if such work as closing the heavy doors of the large cars in use today should turn out to be too heavy for women, or long hours on their feet in the crowded cars on night runs prove too much of a strain, then they frequently would be incapacitated and would draw on the sick fund much oftener than the men. Even if the men desired to extend this privilege in greater degree to the women they cannot afford it at present wages. The men conductors have thought, too, that women serving as street car conductors was more or less a war fad, only temporary, and that if received in the unions they would only 'muss things up' and then get out.

"When I say that men and women workers should be on the same footing, without any distinction as to sex, I do not mean that where there are health risks peculiar to women they should not be taken into consideration. They should. Before a woman is taken into a new industry her permanent fitness should be thoroughly investigated and determined. After that co-education and co-operation should be the rule for men and women workers. We have many illustrations of that kind of co-operation, where men and women join hands for the advancement of the general cause of labor. One is the Amalgamated Association of Street and Electric Railway Employes, an international organisation. This association made a fight for the right of the women employes of the companies, used as ticket choppers, to organise, and since then have made other fights for the improvement of the condition of the women workers."

"What do you understand as the third sex in industry," was asked.

"In general," answered Miss Barnum, "it is a group, divorced from the women of the home, who believe that women's sphere is the home, and from the co-educationalists in labor who believe that women should receive labor education with men and should co-operate with men in raising the working standards of both men and women. This third group, the so-called third sex in industry, has lost faith in a chance to improve the conditions of the members by working with men, and believes that it should work primarily for women and against men. Most of those active in this group, I understand, are unmarried women."

Education Discussed By Professor Dewey

(Continued from Page 1)

deadening of the minds of children, their inability to think for themselves, their readiness to accept other ideas whole and unchallenged: in other words, the worship of authority as such. The true education should be the opposite. It should train the young to think for themselves, to test every idea given to them by their own experiences, to question everything and accept only that which can be justified to the satisfaction of their own intelligence. The test every teacher should apply to his work is, Is this exercise so conducted as to promote individual initiative, planning, responsibility for results, etc.?

The second fundamental principle of democracy was given as the instinct for co-operation, the share-relationship in experience, ideas and conduct. This must be applied also to the school. The relationship of teacher and student should be that of a share in a common mental enterprise, from which not only student but teacher should profit.

The test of any educational organisation like a school, Mr. Dewey concluded, should be:

"To what extent do pupils and teachers engage alike in work and play together so that all both give and take, all contribute and all gain? Look at every school exercise from this point of view and ask how it could be modified so that there should be more of this joint, combined sharing?"

Mr. Dewey concluded by extending to the teachers of China the greetings of their American confreres and offering them every assistance in the work of making China a progressive happy and prosperous nation.

New Brevities

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames I. Tuxford, J. Graham, F. C. Banham, A. S. Fletcher, D. M. Henman, B. A. Somekh, Rev. C. F. Viking, Messrs. Butterfield and Swire, Ed. Evans and Sons, Reiss and Co., J. H. Osborne, Arch. Sinclair, G. W. Eedy, F. A. Cadey, E. B. Foster, E. Loureiro, J. L. Gutter, E. W. Noel, H. Chatley, H. Robinson, J. H. McMichael, A. E. C. Hindson, A. McGregor, and "Anon."

* * *

The sum of $2,790 to provide hospital supplies on the Siberian front was realised from the "Snowball" auction of a United States $100 Liberty bond, held at the Olympic Theater Friday evening in connection with the benefit concert that was given to raise war funds to be used in Siberia. The proceeds of the auction will be paid in to the Siberian Front Hospital Supplies Fund. The auction was conducted by Mr. E. Q. Cooper. A consignment of hospital supplies is to be forwarded on the Empress of Russia, May 10.

* * *

Sir Robert Ho Tung of Hongkong is a through passenger on the Pacific Mail liner Colombia. Mrs. Frank Fearon of Tientsin and Mr. B. D. E. Beith were among the passengers for Shanghai.

* * *

Peking papers say that Mr. R. A. Burr of the United Stated Consular Service of Peking has resigned to enter business life. He will be succeeded at the American Legation by Mr. H. G. King, a student interpreter.

* * *

Peking papers report the impending departure of Major A. J. D. Thomson of the 18th. Indian Infantry, who has been commandant of the British Legation Guards for the last two years, for Burma, where he will rejoin the Indian Police.

* * *

Most local offices will be closed on the afternoons of the race days. The Shanghai Licensed Pilots' Association will close at noon, the Shanghai Marine Underwriters' Association will close at 11 o'clock, while the British Post Office will suspend business at 1 o'clock.

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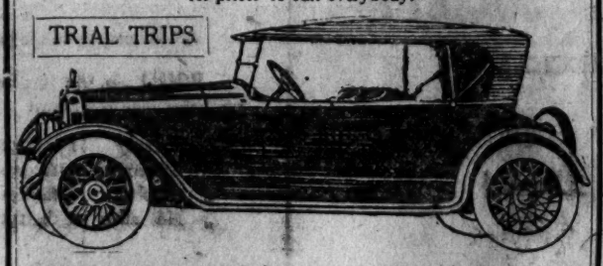

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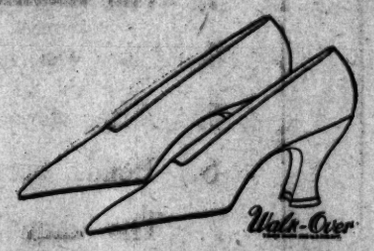

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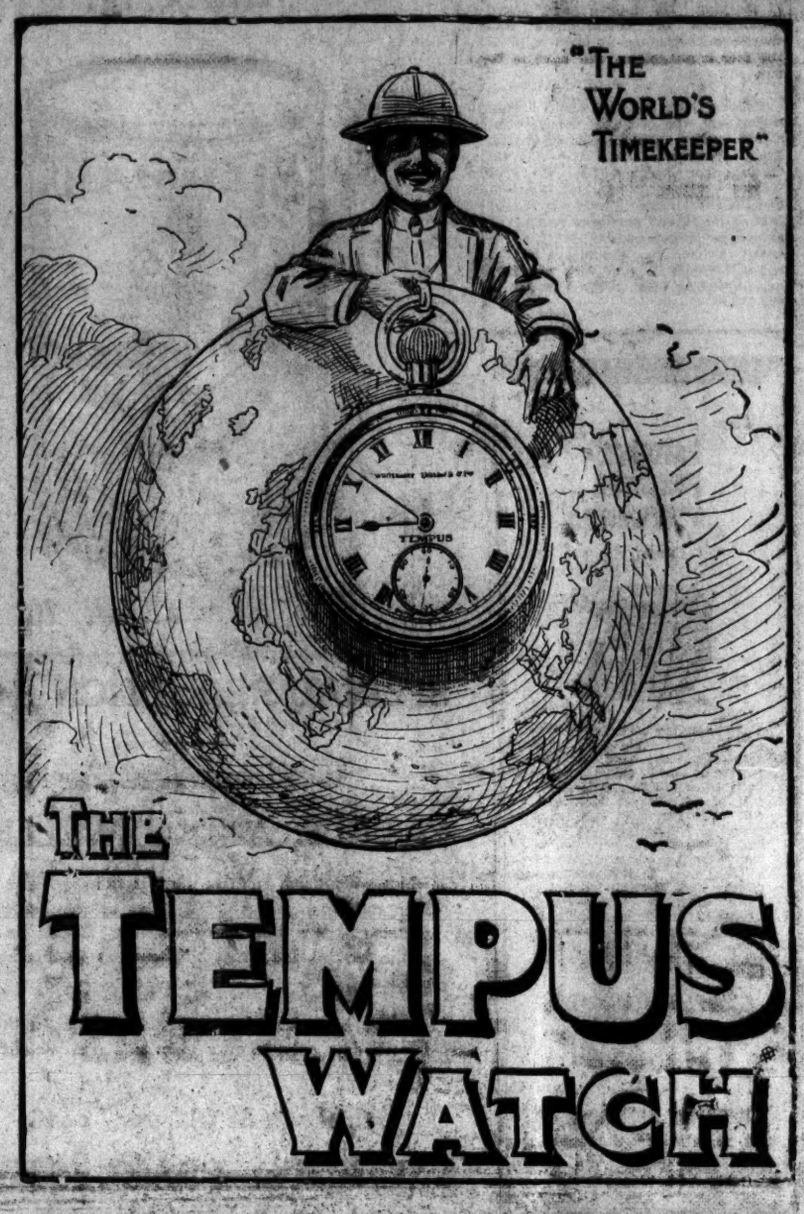

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Human Interest Touches In Return Of U.S. Troops From A Reporter's Notebook

There are numerous incidents connected with the daily arrival of transports and the debarkation of troops in New York that seldom are told of in print, for they are lost sight of in the rush for stories of adventure and achievement on the battlefield.

However, a reporter for The New York World who has met scores of troopships in the last four months and in that period has interviewed thousands of soldiers and men and women connected with their debarkation, has preserved notes of his observations. Some of them are presented here.

He was a Texas lad, pink-checked, very boyish. Father McDonald, chaplain of the Leviathan, visiting the sick-bay, came upon him.

"Sit down and chin with me, Father," urged the doughboy.

The chaplain seated himself just inside the edge of the cot. The doughboy's grimace of pain caused Father McDonald to lean forward anxiously and ask: "What's the trouble, lad?"

The Texan demanded: "Get off, Father; you're sitting on my legs!"

The padre leaped away from the cot, flushed and profusely apologetic, whereupon the man on the cot laughed: "Don't take it to heart, Father. I was just kidding you. See?"

And flinging back the covers he showed two stumps. Both legs had been shot away.

It was the boy's way of keeping cheerful—to "kid" others by "kidding" himself.

* * *

It doesn't matter what boat they come home on, or what unit they belong to, or the extent of their martial experiences, there is a unanimity about their first questions. One could safely bet that next Tuesday or next Friday, or on this boat or that, these will be the first shouts from the olive-drabbed deck rails:

"Hey, is the town dry?"

"What's the price of beer?"

"Where do we go from here?"

"Hey, civilian, come here; let's look at your clothes. Oh, boy, wait till I get back in civies again!"

"Hey, have you got a paper?"

"Who won the war? The M. P.'s. Boo!"

"Hooray for the Red Cross!"

Usually, the shouts are in that order too, the last two as the troopship slips into her dock.

* * *

It is no secret that the American private who has fought in France and lived in its towns and bought its goods is "off the French." They deride the French methods of sanitation, or, rather, lack of attention to sanitation. They denounce the high prices exacted of Americans by shopkeepers in France. There was one, however, broad of mind and of inquiring turn, who said to the reporter: "You can't blame the boys for being sore at the way they were soaked for anything they bought. But it mustn't be overlooked that the French have lost tremendously in the war; that goods are scarce and wholesale price high. The French have to charge high prices to each other to make a living."

* * *

No more courageous band has ever been organised than the group of Red Cross women that has been meeting troopships, for it takes real stamina and strong mental fiber to come out, day in and day out, for week after week, to meet the docking ships. Not a few of the women in blue uniforms and capes are of a position in life that a few years ago would have caused them to scorn any suggestion of manual work.

Yet, these women of refinement and culture are at the piers, day in and day out, in rain or mist or gloom, waving flags in the cold, shouting greetings to the boys on the decks, lugging heavy pails of buns. It is with a smile and a cheery word that they pass down the lines of soldiers at rest when the doughboys have marched down the gangplank and onto the pier, and ladle out hot coffee and hand out large buns.

Some of these women have sons in the service. Others are doing the work without that incentive. Their noble sacrifice of comfort and time to mingle with the homecoming troops and give them the warming edibles and cheering greetings has won the earnest commendation of Gen. Shanks and all others who have seen them at their tasks.

* * *

Emphasis on the Red Cross women is not intended to belittle the work of the smaller group of Salvation Army men and women, who, too, meet every ship and whose great work draws cheers from the men in the ranks. The Y.M.C.A. has representatives present when the ships come in. So do the Jewish Welfare Board and the Knights of Columbus.

Incidentally, the K. of C. hut in River Street, directly opposite the piers, has developed into a center of gathering for parents and friends of incoming boys. There, in comfort and warmth, they while away the anxious hours until word comes that the boys have started to march off the pier and toward the trains in the army reservation. Follows a grand rush from the K. of C. hut to the iron fencing of the reservation for a chance glimpse of Johnnie.

* * *

Scene: Tenafly, N. J. A dozen men of the 27th Division are stalled because of a trolley strike. No trains due for an hour. A bus rolls up. "How much to Fort Lee Ferry?" they call. "Six bits a head," replies the driver. "Sold," the doughboys agree. It's double the railroad fare, but what's a bit or two to a soldier going home on his first leave from camp after reaching America?

"Cut'er wide open, kid," they urge. And, "Make out you're a boche and we're chasin' you. Speed it up. Show some dust. Only don't stop to holler 'Kamerad.'"

As the big motor car rumbled through Englewood three girls on a sidewalk cast smiles upon the lads in the machine. "Sorry I can't stop," grinned back one of the New Yorkers. "Too busy today. Got to see my own gal. She's gray haired, too."

When the car careened down the long slope leading to the ferry, one of them, Lps parted wide in glee, exclaimed: "Gee whiz! There's good old New York right across the brook. Can't believe I'm going home."

Another responded: "Maybe the Hudson isn't some nice baby, eh?"

And then they all insisted: "Hey, driver, don't straggle. There's half an hour of the twenty-four gone already."

* * *

Strangely, there is no war spirit in the returning boys. Rather, they are "fed up" on things military. There was nothing glorious about the war. It was a gory mess. It lost them pals. It was a hell of filth and drudgery and plodding along in dirty trenches or on muddy roads; no food, no sleep, no drink or long hours running into days.

* * *

"It was a nasty job but it had to be done," said a returning Ohioan. "We went over, did the job, and now we want to get back to where we left off and forget all those rotten months."

No self-exploitation by these boys. No seeking of notoriety. They had rolled back their sleeves some months before. They had planted their wallop and felled the bully. Now they wanted to roll down their sleeves and resume work where they left off.

* * *

More strange than the fact that the thrills of war have dulled rather than bred a war spirit is the fact that there is little talk of hatred of the Germans among the returning American soldiers. In many cases they are ready to testify to the bravery and fighting ability of the foe. They seldom speak with rancor. Perhaps that is because Americans did not come in contact with boche brutality as did the maimed French and enslaved Belgians and air-raided English.

* * *

To the men who served on the Leviathan through the war the massive transport will ever be a topic for an epic. Some of its officers have now been transferred to other craft, among them Commanders Farwell and Blackburn. It was Commander Blackburn's big job—and he did it so well as to win frequent praise—to run the organisation aboard the ship. As executive officer he was Capt. Phelps's right hand man. The details of crew management and organisation of the tremendously large troop units was up to see to it that supplies were sufficient for all hands and in the days and nights in the submarine zone, when messing continued through twenty-four hours a day because of the large number of soldiers aboard, it was up to him to see that all were fed plentifully and without confusion.

* * *

There are few dismaying features of the system at Hoboken. Of the few, one of the most vexatious to reporters is the continued attitude of hostility of some of the guards. Despite the kindly co-operation of Major Gen. Shanks and Brig. Gen. McManus and the co-operation of Capt. Snell, it has been impossible to drill into some of the privates and corporals and sergeants and sometimes lieutenants on guard duty at the pier that reporters are there on business and not curiosity.

Although each story printed of a returning hero is a boost for the army, things have been none too easy for the reporters seeking these stories that parents and friends and the general public want to read. Quite apparently hostile, a guard will frequently, after reading a pass declaring the bearer is a reporter, demand, "Well, what's your business here?" And again, spotting a reporter with a brassard, a guard will insist that he rummage through his packets and produce a pass, despite the fact that obviously, the brassard would never have been issued without possession of a pass.

These conditions continue despite the efforts of high officers to do away with the obstinacy of the guards. And in truth there are always a few reporters and photographers whose attitude invites hostility.

* * *

Perhaps one of the most amusing examples of the insistence of guards to stick to the letter of their orders occurred on one of the incomings of the Leviathan. Gen. McManus started to board the gangplank. The army guard saluted and passed him. But the navy guard at the other end turned him back because orders had been issued that none board the ship for several minutes. Came Capt. Casey B. Morgan of Vice-Admiral Gleaves' staff. He didn't get to the other end of the gangplank, for at the pier end of the plank the army guard refused to let him pass. There was much said.

* * *

Capt. Casey Morgan's handwriting isn't the most legible in the world. A reporter presented a pass at the Leviathan gangplank one day. He was refused admittance. For an hour the reporter fumed and fretted in vain. It was the Leviathan's first return and she had a big story. Editions were being missed. Finally, they telephoned to Capt. Morgan. He heatedly demanded to know when things had so altered in the navy that a sailor guard could refuse to recognise a Captain's signature. The sailor stammered something about the writing.

* * *

On another occasion a tall, severe featured officer in naval Captain's uniform came upon a reporter squabbling at the gangplank of the Leviathan with a sailor guard. "What's the matter, son?" asked the naval officer. "Oh," replied the reporter in disgust, "the damned Captain of this blooming old tub gave orders keeping us off his skiff. He's some bird, that Captain."

"A Captain like that ought to be court martialed," agreed the officer. "Come along, maybe I've got enough pull here to sneak you aboard."

They strode the gangplank. At the top the officer was saluted by every naval man within saluting distance. "Now," he said, "go to it and dig up a lot of stories. There are a lot here."

"Say, I'd like to know your name," urged the reporter. "I'm very grateful to you."

The severe features of the officer relaxed in a grin. His keen eyes sparkled and he whispered, "Son, I'm Phelps, that damned fool Captain you spoke about on the pier."

That's Capt. Phelps. He can look at you as though you were going to be shot at sunrise, and inside he's laughing all the time. The crew like him tremendously. He insists on discipline—has to on a ship like the Leviathan's size and responsibility. But they know, too, that he's going to give them all a square deal. He doesn't "bawl out" a malefactor. He will inflict punishment and will take the man aside, talk it over with him in kindly, understanding spirit, and set the man right.

"Darn it," says Capt. Phelps. "So much paper work in my job I never get a chance to see the bridge." Yet, his officers will tell you, "He's never away from the bridge, and still finds time to accomplish has many duties in the making out of reports. Ask Lawton, the naval man who is always at his side, an American to the core, with relatives in the army. Lawton will hold you for hours, relating to you the great deeds of his great Captain."

* * *

These few lines are about one of the most hustling men in the world. He's Capt. Walter E. Bernard, boss of the piers. From the moment a transport shoves her nose around the edge of the berth she belongs to him. Until she has glided back into the river bound for France, she is his protege. He has a handful to help him, not a tremendous staff. It's a one-man responsibility, he explains, therefore, a one-man job.

* * *

During the war, from this port were sent 957 ships, with an aggregate of 1,795,874 soldiers. Twenty-three sailed in one day. Nine were sent out in the dead of night in ninety minutes. That was Aug. 31, 1918, when a total for the day of 52,429 soldiers, a record-breaker, was achieved. These nine big transports of the night were sent off without the flashing of lights or the sounding of bells or tooting of whistles. All signals had to be by whisper and wigwag, even in the dark. There could be no taking chances. It would have been a great stunt to get one ship away under those handicaps. Capt. Bernard got nine away in ninety minutes—ten minutes to a ship.

* * *

"For days in those critical months last summer we went without sleep and only a bite of food now and then. We were worn and played out, but stuck to the job because it was our bit. We were feeding soldiers to the Allied forces, and our soldiers were stopping the boche. That's what kept us inspired."

* * *

Capt. Bernard has been in the army's transport service more than two decades. He was trained for the docking and undocking of the troopships in this war by a special period of service in New York Harbor just before he was designated by both Secretary Baker and Secretary Daniels to superintend the big job he new holds.

Under his jurisdiction are the piers at Hoboken, a number at the Bush Terminal, several on the Manhattan side of the North River, and a few at Jersey City. Constantly on the jump, always responsible for the safe docking and undocking of troopships, he has made a special study of the tides. The navy asks, "We are going to send out the George Washington Tuesday, what time can you let her go?" He says, "Two-thirty in the afternoon." For at that hour he knows tide conditions are proper. A wireless comes from the President Grant, "Reach Ambrose at 6 a.m." The navy transmits the flash to Capt. Bernard. He says, "Hold her down the bay until 9 and bring her to the dock at 10." For at 10 the proper tide for a good docking will obtain. He picks out the dock most suited for the ship and orders pier hands to be ready to run out gangplanks from this or that section of the pier. He knows each ship's peculiarities of construction, and therefore knows just at what point of the pier a gangplank will have to be run out.

* * *

Holding down a swivel chair doesn't mean that the occupant hasn't seen active service. Commander C. C. Gill, Flag Secretary to Vice-Admiral Gleaves, for instance, has two gold service stripes. On the flagship Seattle, and later on the George Washington, he served during a number of submarine engagements. He has recently written his conclusion of the naval developments of the war into an interesting book, "Naval Power in the War."

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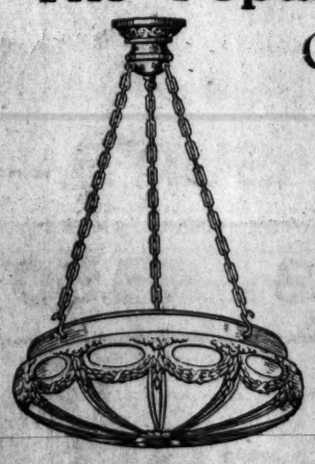

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Bobbed Hair And Maiden Names For Wives!

Yes, Bolshevism Appears To Be Getting Into The Fair And Weaker, As We Used To Say, Sex.

In Lower New York there is a district called Greenwich Village. It is the stamping ground of Soul. It is a sort of American made-to-order, Fordised Parisian Latin Quarter. In it young people go to be Free and to Live their Own Lives. Sometimes they write, sometimes they paint, sometimes they do sculpture—nearly always badly—and sometimes they are just plain Radical. They are very young and very much enwrapt in themselves and therefore very foolish, but for all that they probably lead more interesting lives, less dull and drab lives than the utterly respectable "up-towners," for all the sneering at them, but they are a little foolish just the same. And, of course, they go in for things "just plain people" think queer—feminism for instance. So the girls wear smocks and bob their hair and keep their maiden names, even if married. And here we have a detailed and colorful story from the New York Times on how the untrammeled sex is starting to bust up some of the grand old ways—maybe, maybe.—Ed. C. P.

By HELEN M. WAYNE
(New York Times)

I was a little flusted the other day to find myself at a meeting of the Women's Freedom Congress, but curiosity held me there.

As I looked at my program I observed that there had been a morning session at which Henrietta Rodman, Helen Marot, Juliette Poynty, Rose Schneiderman, Elizabeth Gurley Flynn, Therese Malkiel, Jessie W. Hughan and other Greenwich Village notables had spoken, and I was sorry to have missed the fun. Still, knowing as I did that each speaker was either an avowed Socialist or anarchist, I could be sure that each one had used her particular hobby or grievance—as the case might be—to urge Socialist measures of improvement. I therefore banished regrets and settled down to the enjoyment of the moment.

Rarely had I seen such a large gathering of the faithful as on that day. Mixed in with the usual bobbed-hair types (oh, but the ugly ones are more ugly for the bobbing!) and the aforementioned uplifters were some clear cut, gentle faces—women with that air of fine bearing and breeding which rarely if ever is found in the militant type. Charming are the agitators as a rule, and the sincere ones among them courageous and fine in their way; but gentle—never! What then were these gentlewomen doing in this assembly?

Just then there was a little lull, during which I overheard a conversation between two women immediately ahead of me. The middle-aged one with the bobbed hair was saying to the middle-aged one with long hair:

"You know the old-fashioned Jewess, no matter how brilliant she is, often falls slavishly in love with her husband, spends her entire life taking care of him and his children, and never accomplishes a single thing."

There was a little pause, after which the other woman said quietly:

"Perhaps that's why the race has survived."

"Heavens!" remarked Short Hair scornfully, "you talk like a conservative."

"Well," the long-haired lady rejoined, "maybe so! But I tell you it takes a pretty radical person to be even a little conservative in these wild days."

Bobbed Hair had the grace to smile at this and would, I know, have said something cutting and clever, but just then a lady two rows ahead called out very loudly:

"I want to hear the speaker and they're jabbering back of me."

Evidently time had been called on the platform while the two ladies had been engrossed in their little controversy. Now they tried to look unconscious and listened closely, this time to an impassioned plea by Fola La Follette that all women retain their maiden names after marriage. Miss La Follette, who has retained her individuality by refusing to be known by the name of her husband, George Middleton, doesn't seem to have much use for men anyway. She explained with pathetic earnestness that if as a spinster you had made a name for yourself in any profession, that name, being an asset in the economic world, should surely be retained after marriage.

There were other eloquent arguments for this important cause, the last one being that even if you did consent to take your husband's name (thus merging your business standing in his, so to speak) and then got divorced and then married once more, you would have to change your name—and perhaps business interests—all over again! This vital after-the-war problem was debated pro and con, another champion of the "maiden name school" being one Margaret Lane, who also seemed to have a real grouch against men in general. I never did know how she finally decided the questions, for before the smoke of battle had cleared up another pretty woman had mounted the platform and was hurling at us her views on birth control.

As I loked around I saw a few mere men standing sheepishly about, and that fact steadied me. Not that the ladies minded them in the least! They said whatever they liked and, indeed, left very little unsaid with the greatest apparent enjoyment. There were, however, some sane and balanced things spoken as opposed to some that were both hysterical and ill advised. For instance, the clear ringing voice of Laura Garrett—teacher of sex hygiene—rose like a bell, warning some of the extremists that young people would better be taught some of the old-fashioned virtues and some sex hygiene even at the expense of birth control. Evidently here was another woman radical enought to be conservative in topsy-turvy times!

There now followed little talks on such topics as marriage and divorce and the rights of married women by Sique Toksvig, wedded wife of Francis Hackett, and Anna Strunsky Walling wedded wife of William English Walling. Whatever their beliefs before marriage, it is certain that they now believed firmly in the rights of the married woman, though they differed a little as to technicalities. Just what these were I missed, but Mrs. Walling seemed to think we should surely understand when she announced herself as a "romantic monogamist!"

After this came Margaret Naumberg, director of an all day modern school for very young children, who urged that all such children would be better away from their mothers, (she said she could prove this by psycho analysis)! and brought up in a sort of big brooder house. At this two or three of the despised conservatives protested with sore eloquence and received the greatest applause of the day, but a boyish looking and clear voiced young woman from Australia finally settled the matter in a Solomonlike way:

"If some women prefer to make the bringing up of their children their profession," she said tolerantly, "we won't criticise them. But if you don't care for the mothering job and still have brought children into the world, then send 'em to one of the all day schools."

After so much more was settled we had two little talks on community kitchens, but the consensus here was that domestic activities din't somehow draw women nowadays, and certainly didn't stimulate women's minds. Each speaker reported definitely that her experiment along the community kitchen line was a flat failure.

This was a genuine disappointment to me. (I may as well admit my great interest in all questions of good and cheap food). Unfortunately, I couldn't wait to hear Agnes Warbasse talk on "The Co-operative Movement" or Louise Bryant, wife of John Reed, who has lately been championing the Bolsheviki before the Senate committee, on "Soviet Russia." But though I felt sure that each speaker would whoop up her subject in great form and feared the effect on their followers in the audience, I took some comfort in the thought of that new-born "conservative-radical" voice which had been heard several times already.

As I tipped out, Timmins, a mere man, emerged from the shadows at the back of the room.

"What does it mean?" I asked. "Are they all being Bolshevised?"

"Cheer up," he said. "Don't you know they must have something to speed up now the war's about over?"

"But they're stirring up a lot of trouble and mostly for nothing. Don't you think there's German stuff back of it all?—The more discord and fool ideas over here all the better for Germany!"

"Nonsense!" said Timmins. "Let 'em have their fun. They adore being anarchistic. And couldn't you see there were some level heads among 'em?"

"Not many," I insisted. "And just you look at the whole bunch of speakers. With hardly an exception they were pro-German, pacifist, Socialist, or I. W. W. during the war. What was that Lenin said about getting the women sympathetic to Bolshevism?"

"Nonsense!" said Timmins again. But he looked a little thoughtful.

St. John's University News Items

Dr. John W. Wood was the preacher at St. John's Pro-Cathedral on Sunday, April 27.

* * *

Mr. Charles O. Ford of Detroit, who is traveling with Dr. John W. Wood, spoke before the Political Science Seminar at St. John's May 1. Mr. Ford's subject was the Ford automobile factory at Detroit. He described the actual working of the plant and gave a full account of the minimum wage plan that is in operation in the Ford factory. The wage which was formerly U.S. $5 per day has, according to Mr. Ford, been raised recently to $6. The welfare work of the Ford company, the night school, and the fact that there has never been a strike in the Ford plant; these and other facts were dealt with in such a way as to interest a large audience.

* * *

Low Library received a consignment of books from the United States during the week. For the second time within the present school year considerable additions have been made to the number of volumes.

* * *

Bishop Roots of Hankow and Bishop Huntington of Anhui have been in Shanghai during the week to attend a conference of the American Church Mission in China.

* * *

At a reception given by Bishop and Mrs. Graves on Tuesday, April 29, a number of missionary and community people were given the opportunity of meeting Dr. John W. Wood, secretary of the Board of Missions of the Episcopal Church.

* * *

The Annual English Oratorical Contest was held at St. John's on Friday evening May 2. The winner of the contest was Zung Ping-tsang, who spoke upon "National Salvation." The judges were Dr. John W. Wood, Mr. J. B. Sawyer and Dr. W. G. Hiltner.

Captured U-Boat To Sail Up Hudson

New York Scheduled To See German Submarine As Part Of Loan Drive

Washington, March 29.—One of the captured German submarines, five of which are now on the way to America, will be in the North River in about two weeks, it was said at Liberty Loan Headquarters today. It will also be exhibited in other waters around New York during the loan drive.

Another captured U-boat will be brought up the Potomac for exhibition to residents of the capital and vicinity, and another will go up the St. Lawrence River and through the Great Lakes, as least as far as Chicago. A fourth will visit various Gulf ports.

The fifth may be sent up the Mississippi and Ohio Rivers if there is water enough.

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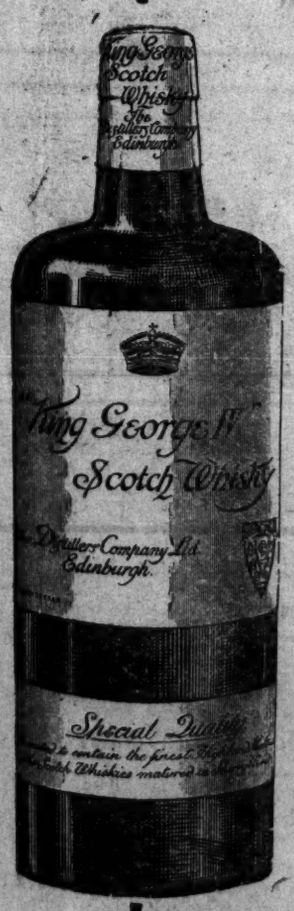

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Today's Church Services

Holy Trinity Cathedral.—Second Sunday after Easter. 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Mattins and Holy Communion; Garrett in D; Anthem "If we believe," (Goss); Hymns 140, 197, 133; Preacher, The Dean. 6 p.m., Evensong; Anthem "God liveth still" (J. S. Bach); Hymns 125, 248, 137; Preacher, Rev. C. J. F. Symons, M.A. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church Broadway.—10:30 a.m., Mattins and Holy Communion; Preacher, Rev. C. J. F. Symons, M.A. 6 p.m., Evensong; Preacher, The Dean.

Union Church.—Sunday, May 4. 11 a.m., Preacher, Rev. W. Hopkyn Rees, D.D.; Chant,, 40; Anthem "Bread of Heaven" (Ed. German); Hymns 515, 377, 320. 12 noon, Holy Communion. 6 p.m., Preacher, Rev. H. K. Wright, M.A.; Chant, 30; Hymns 537, 208, 370, 520.

Shanghai Free Christian Church.—Corner of Range and Chapoo Roads. The services in the above will be conducted as follows: Morning at 11, by Rev. Milton T. Stauffer, M.A., B.D. Evening at 6, by Rev. W. J. Embery.

The Sunday Service League.—May 4, at 5 p.m. at the Martyrs' Memorial Hall, 120 Szechuen Road. Speaker, the Rev. H. W. Oldham, of Amoy. Subject. "Sin the Disease: Jesus Christ the Cure." Music, Male Quartette.

St. Joseph's Church.—Sunday, May 4. Masses at 7, 8, 9:15 and 11 a.m. At 11 a.m. High mass; Sermon in French. At 5 p.m. Benediction of the Blessed Sacrement. Masses on week-days 7 and 8:30 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Everlasting Punishment." Sunday School 10:00 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

American Song Service.—The Rev. A. E. Claxton will address the American Song Service on Sunday afternoon at the Palace Hotel at 5 o'clock.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Rev. L. B. Ridgely, S.T.D.

Labor And The World's Peace

By William Allen White
(New York World)

PARIS, February 28, 1919.—The maintenance of peace since the beginning of time has been the job of gentlemen with clubs and guns and "ships and sails and sealing wax," gentlemen in wigs and uniforms and regalia, until now. Now enters a bustling, sun-tanned man in overalls with a trowel, or a saw, or an oil can, or a pneumatic drill, or a pick, or a union card, and says, "I also am on the job."

Justice for labor is written into the covenant of the League of Nations, and while that covenant will be more or less amended as the discussion waxes about it the recognition of labor as one of the parties at issue in any peace pact never will depart from the covenant of peace. Two expressions of the labor movement within the last few weeks have been made. In few points are they dissimilar. One expression is that of the Commission on International Labor Legislation, more or less directed by Mr Gompers, and the other is the Berne Conference of the International Socialists.

The points of agreement in common are, first, a violent antagonism to Bolshevism. Mr. Gompers and his group would not associate with the Socialist Party, because they feared the Socialists would recognise the Bolshevists. And the Socialists in their Berne Conference were most violent in their denunciation of Bolshevism. Both Mr. Gompers's group and the Berne Socialist group declare for the eight-hour day and a minimum wage which will give the workman and his family all the comforts of modern civilisation and enable him to alive a decent, self-respecting life in his community. Both groups demand equal pay for women in industry doing the work of men. And both groups demand the right to organise unions and that the product of child labor shall not be permitted to enter into international commerce.

These common demands of labor, world wide in their acceptance, it may be assumed must be the labor program for the next half a decade before the lawmakers of every civilised country. For it is obvious that unless labor conditions are standardised in the civilised world the knife edge of competition will cut into labor and make such industrial unrest that the peace of the world will be threatened. For war is a social disease, and if it breaks out in one land it may spread to others. And the importance of having labor conditions just and equitable in the world is as great as having naval and military program among the nations just and equitable. Hence the International Labor Commission in the League of Nations.

The Gompers group, in addition to demanding of civilised nations the program just outlined in common with the Socialists, makes also demands for the following labor program: Trial by jury rather than by injunction, the rights of seamen to leave their ships at any port, the abolition of convict labor in international commerce, a recognition in law and in practice that labor is not a commodity or article of commerce, the prohibition of articles in international commerce made in private homes.

This program may be considered fairly a conservative labor program. It is the minimum which labor expects. Yet the Berne program should not be considered as the maximum of labor. For it is so far behind the Bolshevik program that in Berne the Bolshevist agents denounced the International Socialist program as Tory, reactionary and capitalistic! Moreover, Swiss labor would not affiliate with the International Socialists because the Socialists were too conservative! The Swiss had a little *coup d'etat* which was lost in the shuffle last November because it occurred during the armistice. Swiss labor made certain demands which the Government was inclined to accept; among other demands was one for an eight-hour day.

Now the Swiss farmer with two dozen cows on a ten-acre tract who puts in an eighteen-hour day looking after his milk and stabling and feeding his cows regarded this labor demand as a bit highty-tighty, and coming down from his mountain home with his gun, which he could use with precision and enthusiasm, rounded up friction between the town labor and kept the Government prisoners for several days; and as a result of this friction between the town labor and the farm labor, labor was rather irritated and inclined to take a gloomy view of things in general. So Swiss labor declined to join the Berne Conference. But for all that, the Berne Conference had its gay moments.

First of all, it was to be an international conference. And it spent six of the eight days of its session allowing the various nationalist units to explain and apologise for their nationalism. For the first time since the war, the German delegates were admitted to the Labor Congress. They came in two groups, the majority, a wooden headed Prussian lot, unrepentant and stupidly determined to glare it out; the other group, which was the minority of the German delegation, under Kurt Eisner, who was assassinated for his candor, frankly admitting in private that Germany started the war and was responsible for its continuance.

The congress might well be called the congress of lost opportunities for German labor had a wonderful chance through its delegates to make a gesture of generosity such as would have won it the sympathies of liberal minded people the world over. Had it come forward acknowledging guilt of the German Imperial Government and the determination of German labor to have done forever with German militarism, the terms of peace would have been softened to the whole German people. But with the perverse psychology that has cursed the whole German nation from the beginning of the war, they failed to see that public repentance was the best way to put Germany into the good will of the world.

Indeed, Wels, the former Prefect of Police in Berlin, a labor delegate to the Berne Conference, when asked to join the other labor delegates in the committee in a resolution placing the responsibility for the war where the world knows it belongs, cried out in pain and anguish that such an admission—the admission that the

(Continued on Page 11)

Germany Strong, Or Germany Weak: Which Shall It Be?

Our Present Dilemma The Result Of An Unpreparedness In Peace As Costly As Our Unpreparedness In War

By Frank H. Simonds
(New York Tribune)

PARIS, March 28.—In the third month of the Paris conference the general lines of the Peace of Versailles are at last becoming clear. Certainly, before the first of April the decision of the victors as to Germany will have been taken, and the world will know substantially what are to be the frontiers of the German people for the future, what in territory and population are to be subtracted from what was the Hohenzollern Empire, and what, if any, gain there is to be as a result of the prospective annexation of Austrian Germany. Similarly we shall know to what extent the civilised world is going to demand that the German tribes shall disarm and approximately what is to be the payment by Germany to the nations she has devastated and plunged into a sea of debt.

Perhaps the most striking thing of all in the Paris conference has been the absence of any settled policy as to Germany. Precisely as Germany surprised the Allies in March of last year in her Somme offensive she surprised them in November by her precipitate surrender. In March she exposed them as lacking unity of command, in November she revealed them as without a clearly reasoned policy for the exploitation of that victory which was just becoming unmistakable.

We have had therefore over the last three months two conceptions curiously conflicting, each in turn influencing the minds and shaping the policies of those whose power it was to impose peace upon Germany and whose necessity it was to fix terms which should guarantee for the future protection against German attack and reparation for the German destruction of the war.

At the moment when the Allies presented to Germany the terms of the first armistice neither Foch nor any of his military or political associates believed the actual extent of the victory. Foch, like the rest, expected Germany to reject the terms which we offered, and so great was the desire for peace among the masses of the people in the Allied countries that the original peace terms fell far short of what was necessary and of what Germany, actually helpless, would have expected. In November Germany had to accept whatever was offered and knew it. Unhappily, the Allies were not equally informed on the German situation.

In the first phase following the German surrender victorious Europe, temporarily escaping from the fear which militaristic Germany had inspired during four and a half years of war, gave itself up to the equally paralysing nightmare of German Bolshevism. It neglected to take precautions against a militaristic Germany in the future because it was afraid of contributing to producing a Bolshevik Germany in the present.

The result of these hesitations was a temporary revival of the old German spirit, probably far more apparent than real. Despite their domestic chaos and their ever mounting internal disorders, the Germans temporarily talked in the tone and in the language which for more than four and a half years had alarmed a Europe which had then perceived these words to be backed up by all the enormous forces of the armies of Hindenburg and Ludendorff. Apprehension of Bolshevism in Germany disappeared. Fear of Bismarckian Germany returned tenfold, and at this stage the Entente hesitated to take steps calculated to check Bolshevism, such as feeding the Germans, lest they should in fact save militarism.

We have come now to a third phase. Today it is becoming clearer and clearer that the old Germany is doomed, that the disintegration marches day by day, that something approximating Russian chaos, however temporary, is now wellnigh inevitable. Unlike Russia, Germany is not yet breaking up into separate states. There is no evidence available that there is any probability of a break between the North and South, between Protestant and Catholic Germany, between Prussia on the one hand and Bavaria, Baden and Wurttemberg on the other, such as was widely expected at an earlier period. What is apparent is that the economic and social disintegration of the whole German Empire is becoming more and more complete.

In this situation the Allies have at last undertaken to do a little of what they should have done in totality three months ago. They now purpose to serve upon Germany preliminary terms of peace which shall be in fact, in all but name, the definite terms. They have practically decided the frontiers of the new Germany. They are approaching an agreement upon the sum which Germany must pay and the manner in which it must be paid. They are practically finished with fixing the regulations to cover German disarmament now and future military importance.

Yet it is plain now in Paris how great was the blunder in November and in all subsequent weeks. There was always the fatal dilemma: "Shall we save Germany to pay at the risk of her being a peril or shall we permit her to fall into chaos, becoming thus powerless but also incapable of paying?" In the absence of any settled policy on the part of the Entente nations Germany was permitted to sink into revolution. We could not make up our minds to give her the raw materials to start her factories. We could not decide to remove the blockade and let her population go back to work. In this we were stopped by the fact that to permit her to do this would be to enable her to exploit to her own interest her destruction of French industries and Belgian factories. The monstrous unfairness of such a course was patent, but it was not less plain that if we did not permit her to go to work she would not only be unable to pay but her population would presently become accustomed to idleness and unwilling to go back to work.

This is what has happened. Apprehension of a militaristic Germany during the next ten or fifteen years may be now dismissed as idle. Germany can't fight and Germany won't fight. The national spirit is at least temporarily broken; confidence in national leaders, in old policies of pan-Germanism, has disappeared. Economically, morally, militarily Germany is at dead low water and the flood tide must be a long time coming.

But in escaping the peril of a strong Germany which obsessed our leaders who made the armistice, which obsessed all minds in Paris at many moments, the conquerors of the Kaiser have only fled to a new danger. We have almost finished computing how much Germany owes us and there is not a living man in Paris who has the remotest faith that we shall ever be able to collect even an insignificant fragment of our bill. We have permitted our debtor to become totally bankrupt. We have permitted him not merely to lose the larger portion of his capacity to work but also the desire and the incentive to work. The German has laid down his tools, abandoned his desk, economic paralysis is all over Germany, and of course the liquid capital of Germany available to meet foreign obligations is infinitesimal.

This, after all, is the real tragedy of the situation which now confronts the Paris conference.

I have said all this with reference to the German domestic condition because I am anxious that my American readers should understand how greatly Germany has changed between November 11, and March 11. We have now in fact to speculate as to whether there is any authority capable of signing the name of Germans to the Peace of Versailles.

The simple truth is that Germany remains today as great a mystery as in 1914 or 1916. In remains as great a peril, not in a military sense, but in an economic sense, in a moral sense. Russia is in chaos. If to 180,000,000 Russians there are added 70,000,000 Germans, if we have a quarter of a million people in Europe given over to the production of anarchy, will not the peril of contagion be as great as was the old danger of invasion? And if even now we intervene to save what is left of order in Germany and we do save Germany how shall 40,000,000 of Frenchmen in the future defend themselves against 70,000,000 Germans when Germany has regained her health and absorbed the Austrian Germans?

Having said all this, I desire now to pass to the simple and practical question of the changes in Germany's political frontiers which are envisaged in the first draft of the preliminary peace terms. Germany is to lose outright Alsace-Lorraine, with an area which together with that of the Saar coal district slighly exceeds 6,000 square miles and an ante-war population of 2,250,000. She is to lose the Danish speaking portion of Schleswig with upward of 2,000 square miles and approximately 250,000 people, although the question of the extent of the area and of the number of people taken will depend upon the vote of the inhabitants, and some of the southern districts, including the city of Flensburg, may choose to remain German. She is to lose her province of Posen practically entire, with an area of 11,000 square miles and a population of 2,000,000, together with a strip of Upper Silesia which will contain several thousand square miles and 1,000,000 people. In sum Germany will lose thus outright between 20,000 and 25,000 square miles, approximately 10 percent of her old area, with something like 5,500,000 of people, or about 8 percent of her ante-war population. This last will possibly but not surely be offset by the gain incident to the union of the German speaking districts of Austria with the German Empire.

But there are two other changes in German frontiers which may wholly modify this situation. Between the Rhine on the east and the Belgian, French and Luxemburg boundaries on the west it is now proposed to create a Rhenish Republic which for a considerable period of time—for that time during which the Allied armies will occupy German territory—is a guarantee for the payment of German obligations. This Rhenish Republic will have an area of approximately 20,000 square miles and a population of between 4,000,000 and 5,000,000. If, as is possible, at the end of the period of occupation it chooses independence rather than a return to Germany this population will be lost to the empire permanently, but in any case it will be lost for a period of years and German military resources will be correspondingly reduced.

Finally, we face the possibility expressed in the demand of President Wilson in his fourteen points, that Poland should have access to the sea. Three solutions of this problem are possible. The first would simply give the Poles rights in Dantzig compatible with those which the Serbs now possess with respect to the Greek port of Salonika, rights which do not conflict with Greek sovereignty, and on the other hand guarantee the Serbs against any interference with the free egress and ingress of their commerce. It is the simplest solution. The second solution suggests the bestowal upon Poland of a considerable strip of territory on the left bank of the Vistula River from the old Russian frontier to the Baltic, constituting perhaps a half of the Prussian province of East Prussia, inhabited mainly but not entirely by Polish-speaking peoples. The third solution contemplates the annexation and cession to Poland of all the German territory between the old Russian frontier aod the German province of Posen on the south, which is to be joined to Poland and the sea. This would mean the cession of some 24,000 square miles of German territory, with a population of 3,750,000, of which at least two-thirds would be German.

Summing it all up, it will be seen that Germany is to lose by permanent cession and by the surrender of the Rhenish regions, which is at least temporary, upward of 45,000 square miles, more than 20 percent of her old area, with a population of at least 10,000,000, more than one-seventh of her ante-war population. But of this population 3,000,000 at least are Poles and 2,000,000 Alsatians and Lorrainers, who were unwilling German subjects. To offset this Germany may gain an area two-thirds as large in old Austria with 7,000,000 of German-speaking people.

The loss then to Germany would not be serious were it not for the fact that the regions to be separated include all he more valuable iron deposits and at least one of the great coal fields, and as a consequence will result in the permanent weakening of German industry. Germany will lose approximately all that portion of her iron and coal production which was in excess of her own domestic consumption and this may be a very grave problem for the future when we come to consider how Germany is to pay.

Such, then, is the present proposal in Paris in respect to Germany. It will be seen that in the main the territories which are to be subtracted belong to the nations which are now to receive them. The Rhenish Republic is a compromise between French and Belgian demands for security and President Wilson's principle of self-determination. Only in Poland are considerable German populations possibly but not certainly to be assigned to rulers of another race, but here the question is whether 25,000,000 Poles shall be deprived of economic freedom in the interests of preserving the racial independence of 2,500,000 Germans or whether the relatively smaller German population shall be sacrificed as a necessary detail in the creation of a real and enduring Poland.

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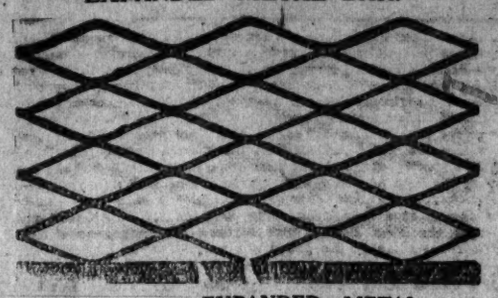

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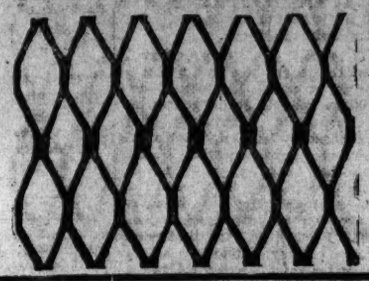

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WHAT'S HE SELLING?
HE AINT.
BOOBY DERBY
JANE
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BLUBBER CAN ONLY READ THE DEAD LINGOS. HE'S A DEAD HEAD. HE LIKES CALF BINDINGS-'CAUSE HE'S GOT CALVES BRAINS
OUT THE WINDOW HE MUST GO.
IF HE WAS HANDLING DICTIONARIES. HE'D FIND A SALE IN THEM
"COMEDIAN"
YOU'LL GET A LAUGH IN THEM TOO.
THE ONLY READING HATTIE ENJOYS IS THE HAT ADS IN THE PAPERS.
HOW MANY PAGES IN A BOOK?
DON'T BUY BOOKS. BORROW THEM- SAME THING!
FRANK OHEN MANORVILLE L.I.
OL' JOHN DON'T

Love, Home and Table Topics By Clever Writers — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

Musical Matters

By R. B. Harry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Complaint at the low standard of English songs offered at recitals by foreigners is common enough. It is a quite useless complaint unless we alter our own attitude as well. By English songs I wish to mean those in the English language composed by English speaking people. Of course very few foreigners can sing in English, and any change for the better must come from the people to whom the language is natural. And as there are generally foreigners in audiences there is a further responsibility as to musical quality.

We must blame ourselves very largely for the fact that it is possible at the same recital to hear French and Russian songs that are first-rate as music and literature, and then to have our own music represented by the fifth-rate drawing-room ballad.

There are two classes of music and of art in any country; that with an artistic purpose first and foremost, and that which is first and foremost commercial enterprise, and very good commercial enterprise at that. I am not now advocating the movement to "boost" British composers. That is being done and will I fear be overdone. What I state is this, that for everyone of those good French songs we hear, we might supply the names of ten or twenty equally good English songs without the slightest trouble. Songs, too, with a modern atmosphere if we must be "modern" at all costs! Yet we do not get one song fit to rank as a sample of our best work, because we do not let people know of our best. We do not sing the best songs ourselves; so the foreigner does not know we have them. He says, "I suppose this sorry stuff is English music," and we are silent, or ignorant enough to agree. I could lay my hands on a rough list of first-class songs that would be more than a singer could learn in years, and we are so hard up that we do not hear in public three good songs a year in our own language.

Including his Irish songs there must be close on a hundred by Stanford. Elgar, Bantock and others contribute at least fifty. John Ireland, Walthew, Somervill, Roger Quilter at, say, half a dozen each, would leave room for selection. Forty of Vaughan Williams would give a couple of dozen masterpieces at least. On the fringe are twenty other men with three or four to their names that rank with anything abroad of the same class. To say nothing of the 16th and 17th century composers' work which is still acceptable, there are the traditional songs of England, Ireland, Wales and the Hebrides. Dozens of those touch the high water mark of interest and originality.

Now it is not propaganda merely to put the foreigner wise to these plain facts as an answer to his disparagement of English music. He hears our worst only, and no blame to him for his verdict, but rather all praise to his judgment. If people like to hear the rubbishy stuff of the ballad-monger at a recital let them at least reflect as to the effect on our neighbors. Imagine a program of first-rate British music mixed with the latest cafe concert successes of Paris. What Frenchman would stand it except as a joke? We are not merely a nation of shopkeepers musically, we offer the worst of our stock to the customer.

What a chance for somebody to lay in a library of modern English music and invite every foreign singer he meets to look at the first half dozen in his catalogue! One fears so many English singers (not all amateurs either) would be in a position to receive much salutary correction from the process.

How often we have heard, "Of course there are so few good English songs, aren't there?" followed by a silence eloquent of many things, not merely of musical modesty. Of course a Vaughan Williams or Ireland song requires as much study as one of Debussy or Cesar Franck, and the British singer finds the sloppy stuff needs none, as there is nothing about it that could be studied, except publishers' possible profits. Perhaps this laziness is after all at the bottom of a good deal of the trouble. The rest is supplied by the admirable and skilful methods of the musical trades-peoples, who have no better free advertising agents than the British "music lover."

Singers, foreigners and otherwise, have the impression that English people don't want to hear anything better than the extensively advertised "hits." Let us see that they learn to regard a British audience as demanding the better class of native music.

Labor And The World's Peace

(Continued from Page 10)

Kaiser and the military party started the war—would cost his fellow-countrymen two milliards in extra indemnities! He could not see that such an admission might have lightened the German burden.

In contrast to Wels was a youth named Ernest Toller, who was denied a place on the platform for some reason and could not speak. He was in the conference as Vice-President of the Executive Board of Workers of Bavaria and also represented an organisation known as "Young Germany," an organisation interested in the reconstructional system of Germany. He and "Young Germany" believe that the whole trouble with Germany is in her educational system, which pours distortions of truth into the young German mind. He is out of sympathy with the kind of educational propaganda which makes Germany swallow whatever doses are cooked up for her, and also he is out of sympathy with the German Socialist majority.

His message was the message of youth—the youth that was called upon to fight in this war, the youth that started out in Germany to fight the war with the same spirit of beauty and self-sacrifice that inspired our boys who gave their lives. The difference is that "Young Germany" was ignorant and learned the truth too late! It will pay to read his story.

Toller was in college in Grenoble, France, when the war broke out, and naturally he went home to enlist. He fought thirteen months in the trenches and was invalided back. During his months in the trenches he learned to hate war, as all right-minded men must hate it, but he learned more. He learned to loathe the German methods. He hated the things he saw happening before his eyes. He resented the violation of Belgium and Northern France. He hated the awful wrongs he saw which Germany was putting upon the civil population of the conquered countries. And when he went back home his soul was full of revolt, not so much against Germany, for he still believed that the Fatherland was invaded; his revolt was against war and the German method of war—the frightfulness!

After his recovery he went to the University of Heidelberg, where again the spirit of revolt rose in him, and he was expelled at twenty-four hours' notice, and, in secret, he was forbidden to tell why he was expelled. In Berlin he fell in with a group called the "Bundes Neues Vaterland," a society formed to encourage the kind of patriotism which all honest nationalists believe in—the patriotism which believes in looking the truth about one's own country squarely in the face. The boy read Muhlon's book and the Lichnowsky documents, and then the light broke upon him. And when the boy read these things he cried all night. After that he was a revolutionist. The old spirit of 1848 was upon him. He worked for the general strike of 1918, which lasted for five days. He believes that if the Majority Socialists had supported that January strike, which tied up the Krupp works, the war would have ended then.

While Germany was planning the great offensive he and thousands of youths like him worked to undermine the Imperial Government, which they hated. He was arrested and tried with Kurt Eisner, and while he was in jail the revolution was boiling—the revolution which finally stopped the war and sent the Kaiser to Holland. There must be thousands of youths like him in Germany. And while the revolution today may or may not be genuine, they are genuine. And upon them is the hope of future Germany.

History is worth telling that we in America may know that amid all the falsehood and intrigue which Imperial Germany is spreading throughout Europe, amid all the treachery which the German imperialists are practising at home and abroad, there are still in Germany a few true souls who see the wickedness of the imperialists and are putting up a game, even if a losing fight against tremendous odds.

But to return to the Berne Conference. Excepting the English delegation, which was by far the most intelligent delegation there, the Berne Conference was not particularly close to the working people. The English delegates were workingmen, for the most part. But other countries sent college professors and agitators, lawyers, politicians and well-to-do dreamers. And they all loved to talk. There was a flood of useless oratory for six days, mostly from the various Slavic nations, the Czechs and the Jugo-Slavs. They were all clamoring to justify their nationalism. The resolutions, when they came, denounced Bolshevism, stood by the President's fourteen points, and set forth a labor charter which was not radical compared with most of the labor declarations, hardly more advanced for the Socialists than the Gompers program is for the labor unions.

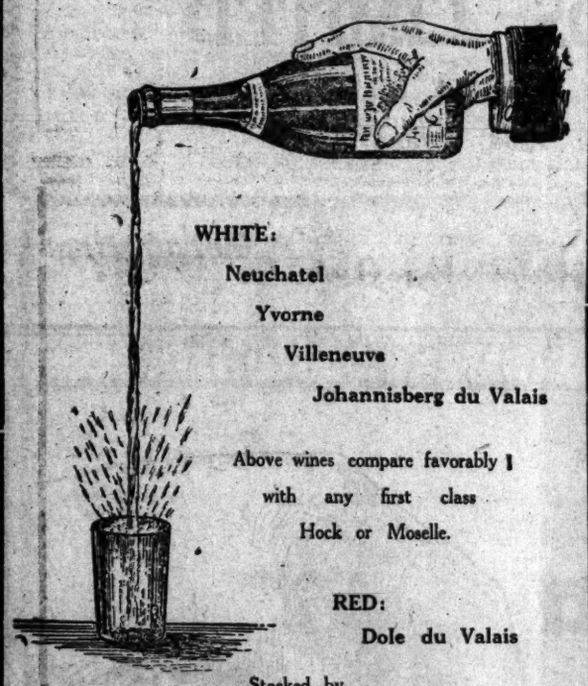
Yet something more important than the program of the International Socialists has been done by the Berne Conference. It has re-established the international status of labor. From now on it will be easy for labor to function in international matters as it is easy for capital to function. And the internationalism of capital is proverbial.

The League of Nations will make the international action of labor necessary. One of the most important boards of the league will be the Labor Board. It will work coordinately with the Economic Board and the Financial Board, and we shall have international labor standards and international labor markets and international labor aspirations under the league, just as we shall have international control of credits and raw materials and shipping.

Now these international relations and activities of men will in no sense blunt a proper patriotism. Competition among the nations of the earth will not be deadened, because competition is regulated. With the rules of the game of competition laid down, with stringent prohibitions against using cheap labor—labor with low standards of living—with rigid rules against long hours and wicked shop conditions, with rules against child labor and home factories, the goods that appear in the world's market will be honestly made and honestly sold. But they will be sold to the best bidder by the best maker. Skill, national genius, individual enterprise, labor initiative, mechanical contrivances—all these things will properly enter into competition, rather than the exploitation of flesh and blood in the labor market.

This much gain seems one of the sure bits of salvage from the war. And when one reflects that this gain is for all time and that other like gains must follow it, he may realise what a tremendous step forward the world has made, even if in pain and agony unspeakable.

SWISS WINES.



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Soon Egg-Shells Will Be Scattered Where Big Berthas Rained Before

A Million Tourists Stand Poised For The Grand Rush To See The European Battlefields

New York, March 16.—As soon as the situation in Europe, and especially in France, settles down, there will be a volume of tourist travel from this side of the water such as has probably never been seen before. The steamship men say that a million passages have been booked to Europe for as soon after peace comes as it is possible to cross. To be sure, large numbers of these are in the steerage, but many thousands of folks all over the country are anxious to visit the battlefields of France.

Many others wish to visit relatives or friends or familiar spots in England or Italy and a great many Latin Americans are but waiting the opportunity to resume their trips to Madrid, Paris or London. There is little hope for anyone who wishes to go simply as a tourist this year, though after peace is signed—and particularly after a considerable number of American troops leave France—conditions will be different there and the French will be glad to see the American tourist. Our soldiers are spending an average of a dollar a day in France now and when they are gone the tourist, who will contribute a far larger average in cash for the rebuilding of the nation, will be more than welcome.

The chief difficulty is one of passports. At present the United States government flatly refuses to issue passports to tourists. Only men and women engaged in work which has some connection with the war and to those whose errands are strictly commercial or of a nature likely to be of some benefit to this country are given these highly necessary pieces of paper. Even then the passports are limited as to the time within which they are good—very limited, some of them—and to get extensions on the other side is wellnigh impossible. Besides, it is a difficult and wearsome matter to get a passport vised in London to permit one to go to France and the paper has to be further indorsed in Southampton and Havre both.

The Passport Problem

On returning to this country the traveler has his passport taken up, whether or not the time limit on it is about to expire. The general manager of a well-known tourist agency, for instance, recently visited France with a passport good for six months and extensible up to two years, and thought to retain it when he reached New York on his return, for he is likely to be going across again almost any time. Uncle Sam thought differently, however, and took it up in order to keep it in good shape for him against another trip.

The State Department is issuing passports to Oriental countries, except Siberia, very readily, especially if one's errand is commercial, and encourages travel to Latin-American countries except Mexico. A number of good-sized parties are to visit Japan and China and the Philippines shortly.

Nor is it hard for those whose visit to France has some business purpose in view to obtain passports now. A party of boot and shoe men has gone to the Continent to look over conditions pertaining to their line and find where American shoes and what kinds will find a market. The Cleveland Chamber of Commerce is about to send a party over there with the sanction of the government also.

Even though the situation changes so as to permit tourist travel in 1919, however, the chances are that this will come about too late in the year for the rush of tourists to France this year. Peace will hardly be signed for yet some months, and until the bulk of American troops—or at least of those which are to be returned this year—have come home the steamship lines will not find it possible to resume regular service sufficient to care for a heavy traffic.

Very likely the first tourists to be allowed to visit the French battlefields will be relatives of dead soldiers who wish to find their graves; indeed, in special cases this has already been permitted to a very limited extent; but this will have to be done under the careful supervision of the French government and no arrangements of a general nature covering it have yet been attempted.

The Agencies Make Ready

The big tourist agencies are most closely in touch with this sort of thing and their representatives agree that it will be early autumn, at least, before anything of this sort will become feasible. For one thing, the roads all over the fighting front are in a terrible state and repairs are apt to be slow. This alone will make it all but impossible for any one not well acquainted with military affairs to make any extended tour of the front and it is hardly likely that this will be encouraged. Much more probable it is that travelers will be advised to proceed by train to centers like Lille, Amiens, Rheims, Nancy, Sedan, Strasbourg or Belfort and cover the battlefields in the vicinity by motor trips of from twenty-five to forty miles, returning to the central town for the night.

It might be supposed that motor trips over the interesting part of France would become as feasible as any other mode of seeing the battlefields, but this is not so—not alone because of the condition of the roads, but for the reason that there are very few hotels left in condition to care for motor tourists, or any other kind; and the people themselves would not be apt to welcome rich tourists traveling in motor cars and bringing with them all the necessities while their own state is so miserable as to compel sharp contrasts.

It must not be thought, though, that tourist travel to France—and to England, too, for that matter—will be discouraged for very long. Just as soon as the affairs of the French straighten out sufficiently to permit of it and the rolling stock of the French railroads is put in shape they are anxious that Americans should have every opportunity to learn at first hand the results of the Hun onrush into France, and whenever the French are ready for American tourists our State Department will gladly issue them passports. Next year, 1920, should see conditions in France relatively straightened out and settled down, and then for a time there will doubtless be more tourist business than all the steamship lines which can get their services running smoothly can care for. The waiting list is already extensive.

The Sights To See

George F. Harrison, the genial Englishman who is general manager for Cook's—meaning Thomas Cook and Son, though there is hardly need to refer to the institution which was the main bulwark of distressed Americans in Paris in the parlous times of 1914 by its longer name—has just returned from a trip to England and France, during which he visited most of the battlefields where Americans fought and he has much of interest to relate.

"Conditions in London are growing better all the time," said Mr. Harrison, "but, of course, there are many traces of the work of the Hun. The marks of air raids are everywhere and there is no denying that these constant raids did get on the nerves of Londoners. That could hardly be otherwise. There were an average of four raids a week and sometimes every night in the week would bring the Germans. One notice still on the lamppost signs tells of shelters from air raids near by and gives the number of people they can accommodate.

"The Langham Hotel in upper Regent Street, where I stayed, was such a shelter. The wreckage of German bombs is still to be seen in the vicinity, notably in the case of a large hospital which was pretty well torn up at one end.

"Like London, Paris shows the marks of warfare in may ways. The signs showing where air raid shelters are located are everywhere still and so are the wrecked buildings—not only those wrecked by the Hun from on high, but also those struck by Big Bertha's shells. I brought back a map which shows where every one of the huge shells struck.

"The French are recovering their usual spirits at a good rate and the city is full of Americans. As in London, hotel service at the Grand and the Continental, the only houses of which I had personal experience, was very good. There is plenty of entertainment in the city, too. The boulevard cafes are all open, but they close at 9:30 at night still and there is little or no allnight life. The theaters and the opera are, of course, open much later than that, but one goes home directly after the performance.

"I did not go to Brussels, but Brussels has been officially reopened. One gets in Paris, or at the Belgian border, a special form of "laissez passer" for Brussels supplied by the Belgian government. These are not hard to get I was informed, but there is as yet no direct train from Paris to the Belgian capital. The quickest route is via Lille. Belgium is naturally in no better position than France as to American tourist travel, and I doubt if there can be any great amount of it to either country this year, but 1920 should be a wonderful year for the American tourist to Europe.

The Battered Towns

"Some idea of what confronts travelers to the scene of last spring's German drive can be gained from a trip to Amiens and Bethune, which it was hoped might extend to Ypres, but that proved impossible at the time. While one sees en route to Amiens stations and villages which were bombarded, it is only upon reaching that place itself that one actually gets the full impression of entering the war area. The railway station at Amiens was in a condition characteristic of all in this part of France. Every pane of glass in the building had been smashed and the building itself badly damaged. Many of the iron columns which supported that glass roof were broken by shells, and but for emergency supports the roof would have fallen in. The station was very muddy and dirty.

"After leaving Amiens the railway train was in poor condition and overcrowded, and as one neared the former front conditions grew worse. But one hotel was open at Bethune and it had only received a part of its furniture. Each room was occupied by five or six persons and there were many marks of the building's having been struck by shell fire. The thought that it might be possible to return to the train to sleep was of no value, for the train had been removed to a siding and the railway employes probably slept in it. The station building there was practically non-existent.

"While the majority of French villages where the Hun has burned and pillaged, or which have been laid low by his shell fire, will be rebuilt as soon as may be, many places especially noteworthy because of the fighting which occurred there will be left more or less as they were on November 11—at least until the main rush of Americans to the French battlefields has lessened a good bit. On this side of the water we shall naturally be particularly interested in Chateau-Thierry and Belleau Wood, Seicheprey, St. Mihiel and Toul, as well as Rheims and Soissons.

"It is now possible to visit either of the latter two places and return to Paris the same day, and I obtained a safe conduct covering them and Chateau-Thierry, but in the end did not use it except to the lastnamed place. I did not have to give it up, as one is supposed to do, either, because I traveled with an American officer," and with some little show of pride Mr. Harrison exhibited the safe conduct, printed and filled out in French and stamped with innumerable seals and official marks.

Permits That Are Available

"One can obtain from the American military authorities in Paris," he resumed, "a special permit which will allow a visit to the battlefields where the Yanks fought and it is possible to go in one of the sixty military automobiles belonging to the United States Motor Transport Corps, as we did. No private cars are allowed to go to the former front because there is such great danger to the uninitiated from unexploded mines, shells and grenades lying about everywhere, especially in what was No Man's Land.

"To visit all of the battlefields of greatest interest to Americans would take ten or twelve days. The motor trip from Paris to St. Mihiel and Toul and return occupies at least two days. We covered Chateau-Thierry and part of the Aisne district in one day, traveling 140 miles between 8 a.m. and 5:30 p.m. Captain Cooke of the United States Information Bureau was our escort and we left Paris in a forty-horse power American car going by way of Livry and Claye to Meaux, where we rested a few minutes. Then we drove on to La Ferte-sous-Jouarre and Montreuil-aix-Lions, which we reached at 10:30 a.m.

"At Montgivrault we left the main road for Lucy-le-Bocage and continued straight on to Torcy, which now is a village but in name only. We drove through the complete wreck of this pleasant little French village and on to the village of Belleau, which is in the same condition, and at length reached the edge of Belleau Wood, or the Wood of the United States Marines, as it is called now. The trip is most interesting from there on.

"Leaving the car, we walked through the wood, which crowns the crest of a rather sharp rise of ground, beginning at its center. It was so very muddy as to make walking a difficult business and thick bushes impeded our way. Before entering the wood we saw on the ground the remains of two German soldiers. The bones of one who had doubtless been hit by direct shellfire were still in his uniform on the ground, but the skull had been thrown into a piece of tree four or five feet from the ground.

In Belleau Wood

"All the marks of a most savage fight are still clear in the wood itself. At the foot of every tree is a concrete dugout for machine gunners, for the wood is simply a machine-gun nest, and these were all battered by artillery fire. All kinds of remains and rubbish were lying about—pieces of uniform, remains of belts and equipment, ammunition cases, toothbrushes and toilet articles. Very lights, cartridges and hand grenades by the hundred and a great many unexploded shells of every size and description—and the wealth of realism brings home to one most forcibly the finish fight in which the United States marines drove out of the wood for all time picked divisions of the Prussian Guards.

"Captain Cooke told us that it took a week to clear that particular corner of the wood where we entered. The American troops which first passed over it didn't thoroughly mop it up, and when those in the first waves were obliged to fall back upon their supports so as not to be cut to pieces by machine-gun fire further on, they made a very thorough job of it.

"Chateau-Thierry itself suffered little because of the lack of artillery bombardment there. The town was No Man's Land for about a month, occupied by French and Germans alternately and patrol work and street fighting were nearly constant, but the place was never shelled to any extent during the days before our boys went in there and stopped the German march on Paris for good.

"On the return trip to Paris we left Chateau-Thierry at 1:30 p.m., and we first stopped about three kilometers away, at Vaux. Captain Cooke was especially anxious to show us this village, which we had driven across without stopping in the forenoon, because there took place the first attack planned entirely by American staff officers and carried out with such signal success by the American troops. It took eight minutes for the Yanks to take the village, 200 prisoners and a large number of machine-guns and some artillery.

"Vaux was battered by heavy shellfire fully as badly as Bouresches and Belleau, but the immediate surroundings of the village are so very interesting that they should be kept in their present condition for the benefit of American tourists, just as Belleau and the Wood are to be, I understand."

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How Shakespeare Would Do It For The Movies

By Herve Lauwick
In La Vie Parisienne

If Shakespeare had lived in 1919, how would he have composed his "Romeo and Juliet"? With flesh colored hose and cotton wigs? Certainly not. Here is the scenario ready to be "filmed," which he would send to the great film producers, to be toured by Fairbanks in America, or Mme. Robine and M. Alexandre in France.

Posters (in crude colors)
STRONGER THAN HATE
Drama From Real Life

In The Flower Garden Of The Villa Capulet

Juliet in white dress. She plays with a white Newfoundland dog. Fountain, statues, etc. She smiles: dazzling tooth powder advertisements. Sun illuminating her 3,000,000 hairs.

Romeo, The Son Of A Banker, But Fond Of Sports And Poetry

He drives, bareheaded, a 60 H.P. car. Jacket too short, hair too long. Arrived at the tennis club, to indicate a gorgeous life. Cocktails; abundance of grooms and waiters.

Mr. Capulet, Father, Is Always Busy

Telegraph wires shooting flashes. Tableau of a bank. Stenographers and typewriters at work. Father Capulet writes. (Bad character indicated by his chewing on a black cigar.)

At Montague & Co., The Great Rival Bankers

Father Montague bent over a telephone. No longer young. (Talc on his temples.) Honesty indicated by an eyeglass, shell framed.

The Father Works To Supply The Wants Of His Son

Tableau of the club. Romeo gives with ostentation a 10 cent tip to the groom.

Scene Of The Meeting

Claptrap scenery: Charity sale, Greek feast at a Swiss millionaire's; Cowes regattas; great steeplechase of Auteuil; bullfights (250 meters film).

At a sales booth or near it, Romeo finds himself in the presence of the daughter of his father's rival. Stop of five seconds. They comport themselves with the timidity of children of two years of age. Juliet goes away, trailing her parasol, with woman companion. Romeo remains, petrified, with the far off look with which the aeroplane arrival is watched for.

And In The Evening As Night Is Come On

Orchestra: "Jocelyn." Blue tint Juliet dreams on her balcony. The dog, which knows the scenario, keeps quiet. The 3,000,000 hairs glitter for she is well placed before the setting sun.

The Following Day Before The Capulet Bank

Romeo stops before the riva house. So the beloved is th daughter of Capulet, Limited. Sadness! (Indicated by deep breathing.)

Juliet passes. Awkward salute o Romeo. She stops. Short conversation. Arrival of Father Capulet Looks fiercely at Romeo. The latte becomes disconcerted. Father an daughter go away. Romeo pull down his hat and gets into a For taxi; which indicates a lively despair

Juliet In Her Boudoir, On The Third Floor

Style of the boudoir: Doll's house *Color*: Creme chantilly. *Dimensions*: Saint-Lazare railroad station In this seclusion she takes off he headdress. (Dishevelled sight.) Al of a sudden Romeo lands on the balcony. (He has come up by the lightning rod; the elevator was being repaired.)

Love scene. They talk of stock and banking matters. Entranced b Romeo, the electrified Juliet bend over the balcony. Her long hai touches the telephone wires, and—

Romeo In The Telephone Receiver Of His Beloved, Hears All Th Conversations!!!

For Juliet, being electrified, conducts the sound. Romeo "listens in." He catches Father Capulet's secret. His bank has launched shares for a sugar mine that had no existence. Then they have sent a vessel, the Bluff-King, to find one. The vessel has not come back—Romeo knows enough. A long kiss. He glides down the lightning rod.

The Following Day, On The Seashore

The rendezvous of the lovers. The Newfoundland dog, which swam out, brings back a bottle. Opening of the bottle. It is a message from Bluff-King:

"Have found gold mine 54° 50 north of Smalltown. Are shipwrecked, crew and goods.

"(Signed) JOKER, Captain."

Romeo and Juliet jump into their 30 H.P.

The Capulet Bank Is Uneasy Concerning The Sugar Mine

Romeo arrives at the rival bank. Attitude a la Don Salluste. The secretaries are astonished. Proud entry into Capulet father's private office. He proposes—an association with the Montague Bank. Capulet, in a fury, lets go the telephone and throws Romeo—

Out Of The Window On The Sixteenth Floor!

Romeo falls into the taxi 1063-B. He immediately gives the chauffeur Juliet's address. He arrives. Traveling satchel. Thick veil. You understand? Elopement. In order to avoid the janitress, Juliet clings to his neck and they flee by way of the telegraph wires.

Mr. Capulet The Prey Of Remorse

He figures. Projections: On one side the balance sheet of the mine; millions to gain. On the other, balance sheet of Juliet. Active: nothing. Passive: robes, hats, piano lessons. His mind is made up. He slaps on his hat, and out.

A Mad Pursuit Starts

(Two hundred meters of film.) Cars pass on the Boulevard Haussmann. But preferably, in New Mexico (the autos can be made to go there on a bridge of hippotamuses). Race. Dust. Turning of the road. Cris Capulet overtakes Juliet and her lover, Romeo, distracted, swerves.

In Auto, Coming In An Opposite Direction, Contains Father Montague!

There autos smashed. Nobody is hurt. Agitated scene. The two fathers discuss the affair. The lovers, profiting thereby, disappear—

Where Are They?

They have gone. The two old bankers, amused by the adventure, get reconciled, patting each other's back.

Light, sudden night. Projection: To come next week!

THE MYSTERY OF THE SCOTCH PILGRIM WOMAN
(After Macbeth)

More light. Noise of ventilators. Ding! Ding! Oranges, candy, gum drops—!

Hold Centenary Of Steam Navigation

Savannah First Steamship To Cross The Atlantic Sailed May 22, 1819

The centennial anniversary of transatlantic steam navigation will be celebrated at Savannah on May 22, the date when the Savannah, the first ship to cross the Atlantic propelled by steam, and the forerunner of the great ocean greyhounds of today, sailed from Savannah for Liverpool on her historic voyage.

The Savannah was built at New York city and was launched on August 22, 1818. She was mastered by the two Rogers—Captain Moses Rogers being the commander and Captain Stevens Rogers the sailing master. The vessel left New York city March 28, 1819, and arrived at Savannah for the first time on April 12, 1819.

On May 22, 1819, the trip across the Atlantic was started from Savannah. Everything went well until June 17, when the vessel was stopped by the British cutter Kite, whose commander thought the Savannah was on fire and stopped her to assist in fighting the flames.

The vessel was stopped outside Liverpool by an English sloop of war, whose commander wished the American vessel to display the British colors above its own. Captain Rogers refused and threatened the British officer with a boiling water bath if he did not leave the ship. He immediately left.

The Savannah docked in Liverpool on June 20, after completing the voyage in twenty-nine days and eleven hours. The engines were used only eighteen days on the trip.

The entrance of the Savannah under full steam caused excitement in Liverpool and while the vessel remained in port it was the center of interest. The Savannah then proceeded to Stockholm and on September 18, arrived at St. Petersburg (now Petrograd), where she was inspected by the American and foreign ministers and the nobility.

The ship left St. Petersburg on September 29, 1819, and arrived in Savannah on November 30, after an absence of 192 days. This was the first and last trip of the Savannah across the Atlantic. Afterward her engines were removed and she was used as a sailing vessel between New York and Savannah. She was wrecked off Long Island in 1821.

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Are Changing Women's Styles An Obstacle To Progress?

Writer In North American Review Maintains That They Are And Urges That A National Costume Be Imposed On American Women

THE question of women's clothes is coming to engage the attention of the other sex otherwise than through the pocketbook. We have heard much in the past about the morality—or immorality—of women's clothes and the number of hands is legion that have been raised in horror at the speed with which the well known and justly celebrated sex is sliding to perdition garbed in the fashions of the hour—we say hour in its literal, exact sense: ask any husband if it is a figure of speech. But here it may be interpolated that just that same number of hands has been raised every year at every change of fashion for twenty-five centuries. History undoubtedly could record that little knots were gathered here and there on the Appian Way to hear an excited gentleman of reforming proclivities voice gloomy forebodings of the impending doom of the human race by the degeneracy of fashions radiating from the decadent shores of the Tiber. Be that as it may. Anyway, much has been heard on the score of the morals of women's fashions, but very little on their aesthetic and economic aspects. Here and there may have arisen an unwary male to animadvert on the visual affliction consequent on observance of the knee-depth or neck-high waistline and any of its peregrinations in between, or on the painful vista of a multitude of white shoes smiting the vision from beneath a black mass of dark skirts, or on the steadily ascending elevation of the skirt-line and the resulting casualties among illusions on matters about which one used to have illusions and all that—there may have arisen, we say, such an unwary male, but he generally has been voted forthwith a disgruntled bachelor and a misogynist and forthwith cast into outer darkness. But here is a serious man in a serious high-class review, the author of the article given below, seriously maintaining that the evanescence of modern styles is not only calculated to produce envy of the blind but is a prodigal waste of money and a direct barrier to human progress. And he proposes that national standardised costumes be imposed in the West—in other words that "styles" be abolished. And he presents a strong case. It is an interesting article and it is recommended to male readers of this paper for their perusal; female readers will need no recommendation. It should provide a fruitful topic for domestic conversation to while away the post-tiffin tedium this afternoon, especially on a day so close to the first of the month and Easter month at that. En garde!—Editor, THE CHINA PRESS.

By Richard Barry
(North American Review)

Now is the time for women to be delivered from the tyranny of "style" in clothes.

Does this sound like the fad of a dress reformer, or like some vain proposal to abolish the contrarieties of feminine lure? Does it sound like a chimera?

On the contrary, this is but the definition of the next inevitable step in national progress—the end of that chimera, changing "style." It is only sounding the knell of the heterogeneous fads in women's dress which have obsessed us with increasing virulence for the past generation.

This step, instead of abolishing the feminine arts, will civilise them. It will lift us, as a nation, from the semi-barbarism of clothes-silliness to a higher aesthetic lane of clothes-adornment.

On the floor of Congress it has been declared that high heels are more dangerous to the welfare of the United States than German submarines. It is just as true that eccentric waist lines are more deadly than Big Berthas and that freakish skirt effects are more perilous to national safety than food waste.

We have become accustomed to the argument that the war is to be fought out more within the nations involved than on the battle lines. We recognise the truth that the nation or nations best fitted to survive, the ones best fitted to conserve all resources—not a few resources, but all—will be the final victor.

Then why longer ignore the obvious truth that confronts us concerning women's clothes? We have come to the end of an era in everything else, from transportation to party politics; are we not also at the end of the "style" era in women's clothes? Is not the time definitely here for the establishment of a simple, rational, permanent national costume?

There is a terrific waste of time, money and health in keeping up with the race of style. It has become a squirrel cage in which women perpetually exhaust themselves in striving to reach a place where they never arrive. And the men dangle futilely at their heels, incompetent either to stop the race or win it.

It is time to emerge from this semi-barbarism and become truly civilised. The older races long since learned the folly of this nonsense. The Orientals and the Slavs have settled on one becoming style for women which is made practically permanent, and in which is full opportunity for all true aesthetic expression and development. America, for the first time, is put to the actual test of making good her assertions of being the leader of the world. We will make good in the larger issue only by a complete mastery of the essentials of national character; among these essentials women's dress stands in the forefront.

So-called "style" is the assassin of character. It is an imposition made by the shrewd upon the ignorant, an easy advantage taken by pretense over worth. It is the curse of beauty, the bane of art and the death of originality. These truths have always been self-evident and undisputed. But now they are more. They are a menace to national endurance. Therefore, let us rally our forces and abolish "style."

Is there a man married to a woman of fashion who in the past five years has not felt a pang of shame at his wife's appearance? Does he ever stop to ask why it is that she, poor slave, has felt compelled to lead him, all unconsciously perhaps, into a shame that is degradation?

The reason is too simple.

Women have nothing to say about what they shall wear. A little group of men, possibly as few as a dozen, certainly no more than fifty, practically all located in New York, prescribe each season what the prevailing "style" shall be. They are business men engaged in the pursuit of making money, as quickly and as easily as possible. Most of them have come, within a few years or a generation, from the lower east side of New York, which accounts for the often grotesque admixture in a passing "style" of the motif of a European peasant costume with the Parisian eccentricities manufactured in the French capital only for export.

When one of these "couturiers" (the chief words of the women's dress trade have been adapted from the French) wants to exploit a new "style" he dresses one of his saleswomen or models in it and sends her forth. The herd women (beginning with the upper classes) have seen these "styles" in the windows and in the "salons," have heard and read of them, but no woman has had the courage to make a spectacle of herself until she sees someone else doing it. Thus the model performs the function of the lead bull at the slaughter house. Once the women of the herd have seen these "styles" they feel that they, too, must "keep up," and not look old-fashioned, or cut of date, and they hasten to the shops presided over by the graduates of the lower east side. Thus our "best dressers" become imitators of shop women, and the worst dressers sigh themselves into freakish imitations of the "best" dressers. And "style" ambles on a short pace, but never beyond another season, for the secret of the large volume of business is in the frequent change of "style." Or so our "couturiers" believe, though they would do a more substantial business on a different basis.

Women understand the general facts all too well, but they should be reiterated. Who does not know, for instance, that these styles are repeatedly changed with the prime object in view of forcing the purchase of new materials? Last Spring, skirts were wide; now women must put a narrow skirt under the wide one and cut off the old skirt to show the new. Thus, even if women should cry for wide skirts after suffering a season in narrow ones they cannot use the same wide ones of last year, for they will be too short, and to make it absolutely certain the designers will doubtless proclaim that next season the skirts must be long as well as wide. Then, as a little added turn to the general imbecility of the thing, this season the skirts are humped up in the back so as to insure the use of three times the necessary material.

This is not a matter of any one particular season, although the present season (in midst of war) illustrates the absurdity and rascality of the idea as well as any. The present decree of skirts less than a yard wide to save material is simply an excuse for a change next year when that same narrow material cannot be used. At the same time the arbiter's of fashion make sure that the two-yards-wide skirt is of the most expensive yet least durable material.

Thus American dress goods get the name, which in some cases is deserved, of being "shoddy." Is it not true loyalty to national reputation to bring about principles of American manufacture which will substitute for "shoddy" the name of fixed and reliable values?

Of course the physical suffering of women on account of these absurdities may be beside the question. Women have always been willing to suffer tortures for "style." Tight shoes and tight corsets have done as much to stunt future generations as lowclass poverty. So why complain about narrow skirts of the present, except in the hope that women, having obtained a partial freedom, may now demand complete enfranchisement from the tyranny, not of clothes, but of dress designers? During the last period of the "hobble" skirt the matter became so poignant that street cars and equipages lowered their steps to accommodate the needs of the season's "style." If so much can be done in peace times for general convenience is it too much to ask in war times, as a measure of public policy, that the whole baneful "style" be abolished utterly?

This is not the time for woman to be hampered by tight skirts or freak bustles and excess cloth. She needs her freedom for activity, for accomplishment, and she needs her money and the money of the men for other things than absurd clothes. Physical freedom is her prime need, as it is that of the nation. Physical freedom is the basis of all other freedom—moral, intellectual, political.

It is hopeless for American designers to attempt an advance along the vicious path which has already been traveled to its final ingenious refinement by the more deft French designers. We have had this season a sample of what our native designer does in the silhouette, advertised as the "American fashion." This tight skirt, bustle effect, an ultra-adaptation of post-Civil War style, did not "catch on," despite the efforts of models, showgirls and psedo "smart" women.

The time has come to establish a style of our own and to make that style permanent. And when style ceases to be "style" it becomes costume. We are accustomed to patronise other national costumes, vaunting our superiority in changing "style." Whoso does that is ignorant of the fact that a costume is the last expression of a civilisation, and that it comes after "style" are outworn and discarded as ugly, barbarous and inefficient.

The American costume must be in keeping with American ideals. It must express the national character. It must be both simple and beautiful. It must be capable of reproduction in the cheapest fabrics without losing the grace of its lines, and yet it must be able to lend itself to subtle adornment and elaboration for the pleasure of the wealthy and the artistic. Above all, it must be something so adroitly adapted to the manners of people that it can be maintained long enough to be perfected. The fiat of a government might institute it, but time alone can establish it.

If all this required any revolutionary change it might be folly even to contemplate the step, for in nothing is the human being so conservative as in clothes. It is fortunate, doubly fortunate, that the present styles approximate the ideal which might easily, with the proper authoritative definition, become the national costume. Therefore, we do not need reform; we need only standardisation. If we can contemplate seriously national prohibition from alcohol surely we can acclaim national prohibition from the degrading debilitating, incessant changes of style.

The straight lines of the season at hand offer us the way out. Except for certain freakish excrescences, which, luckily, have not "stuck," the style of the present time is distinctly United States. The skirts are wide enough for comfort and long enough for grace; the sleeves are sensible, yet graceful; the neck may be high or low according to one's choice; the waist line is normal. Could anything be more American?

What the majority of American women are wearing now should remain our national costume, or be rigidly held as the basis on which to build a national costume. The peril to the situation lies in the fact that "a little group of wilful men," those designing designers, will not be content to let well enough alone, but will tamper and trifle with effect until they achieve a general change for the purpose of building up quick sales.

The present way of dressing in an incorporation of our old skirt-waist-and-skirt idea, the coat suit which has made the American girl famous the world around. It is responsible for the one universal creation of an American artist, the Gibson Girl. Such lines lend themselves to all purposes of dress; they are charming in street or evening gowns, beautiful in afternoon effects and adaptable for evening wear; they may rule both house and street gowns, the sport, the one-piece, the two-piece, the three-piece, and they may be adapted for any demand in formal evening attire.

A generation or two of sticking to this one style and we would have something worth while in women's clothes. We might become (in respect of women's clothes) like the Chinese, with fabrics whose texture can survive a decade and with decoration to please and educate the eye of man instead of distracting and revolting him.

Another clothes vice bred by ever-changing "style" is the gradual deterioration of fabric until now practically our entire production is "shoddy." No matter what price one pays, it is all but impossible to get textiles that will last more than a year or two. This is largely because the mills look for quantity of production first, instead of quality. The designers and the whole brood of manufactures that follows in their train hitch their volume of annual output ever higher and higher while the standard of values goes ever lower and lower. Women no longer expect anything to last. It is not the vogue to want durable materials, but those of rich appearance. Durability is a minor consideration, anyway, when the styles change so rapidly and so radically.

This lead to a trade consideration of the advantage or the disadvantage in a national costume. The business world might be against the standardisation of a national costume, perhaps without analysing its possibilities, though it would doubtless prove to be the soundest business wisdom to institute any change which would lead to a standardisation of manufacture. If standardisation is good for the production of cloth. The only ones to suffer would be the wholesale designers (those destroyers of true art) but the adroit creatures would doubtless adjust themselves to the new dispensation.

This is no plea for anything that would resemble a uniform. If the national costume should remain set on the present straight lines it would still permit of embroidery and embellishment.

Is it too much to ask of the Government, at a time when our young men are dying in the trenches, to stand behind the women in their desire to be sensible, and to help them maintain an American ideal in clothes ,by decreeing a national costume?

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Starving And Facing Political Chaos, The People Ask, Can Bolshevism Be Worse?

PROPAGANDA GAINS GROUND

But Hope Is Still Put In Wilson, And All Realise That Only America Can Supply Food

Vienna, March 28.—Under normal conditions no doctrine could be considered more unlikely to appeal to Austria than Bolshevism. The composition of the Austrian population is of such a character as to exclude practical application. About 60 percent are small landholders and there are few great landed estates. Thus the Bolshevist scheme of partition could not form any inducement for the Austrian peasants who besides belong to the Clerical, or Christian Socialist Party, and therefore are decidedly conservative.

The remaining 40 percent of the population are in cities, largely composed of the burgher classes, which are habitually averse to communist ideals.

The propaganda by two small factions—which are extreme radical wings of the Socialist Party, the International Social Revolutionaries with an anarchist tendencies and the International Communist Party which adopted the Bolshevist platform and tried to propagate doctrines among the people—has so far been without success, because the regular Social Democratic Party is strongly opposing the extremists' actions.

The present coalition Government is firmly determined to continue the policy of pacification, supported by most of the papers, Liberal, Clerical, and Socialist, and the middle classes, as well as an overwhelming part of the laboring people, who realise the fact that the stock of foods in the country is practically exhausted and that American help is the only resource against utter destruction by famine.

This state of fact, however, has been suddenly disturbed by the latest Hungarian revolution, which has produced a great impression on the Vienna population and has visibly enhanced the chances of the Extremists, who are constantly arranging meetings and inciting the masses to overturn the present social order. These meetings are attended by great multitudes and their influence is already felt everywhere among all classes of the people, who have visibly changed their attitude toward the Bolsheviki, arguing that conditions are so bad that they cannot well be worse, no matter what happens.

The starvation of the common people and the middle classes is nearly unendurable. The official rations are insufficient to support bare existence. The markets are all bare. There is no meat, or eggs, or fat.

Vienna restaurants formerly famous for their exquisite cuisine will soon be compelled to close their doors, which will be a catastrophe for hundreds of thousands.

The unrest of the people is further enhanced by the political conditions. The people think themselves outraged by the adjoining new States which have closed their frontiers and violate national feelings by claiming and occupying vast districts inhabited by millions of Germans. This, if sanctioned by the Peace Conference, in the opinion of all Austrians, is bound to make a lasting peace impossible, because the Austrians could not submit to Slav domination and assimilation.

The question of German Bohemia and the German Tyrol is constantly the subject of heated discussions in mass meetings and the press without difference of political creed. The people are urging that Wilson's principles should be applied to Austrian, Slav, and Italian alike, and that the Austrians should not be subjected to the imperialist ambitions of other nations. The Austrians still hope that Wilson's ideals, as they interpret them, will gain the ascendency at the decisive stage of the Peace Conference.

Otherwise a feeling of injustice, caused by the sanctioning of the encroachments committed, might have disastrous consequences, for even the ordinarily reasonable people, if weakened by privations and imbued with a sense of wrong, are likely to become less amenable to the dictates of prudence, especially if the constellations favor extreme tendencies. In Hungary, too, nationalism has engendered Bolshevism in an ordinary traditionally conservative nation, and this example is near enough to fill Vienna with concern.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on April 29, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	14-16
Cod	„	14-16
Mandarin	„	20-30
Mackerel	„	20-25
Pomfret	„	20-25
Salmon	„	18-20
Samli	„	60-80
Soles	„	16-20
Whitebait	„	20-22
Game, Poultry And Eggs		
Deer	each	none
Duck	„	60-1.00
Eggs	per doz.	15-18
Fowl	per lb.	18-20
Geese	each	$1.00-$1.20
Hare	„	none
Partridge	„	none
Pheasant	„	none
Pigeons	„	18-20
Plover	„	8-10
Quail	„	20-22
Snipe	„	14-16
Teal	„	14-16
Turkey	per lb.	50-55
Wild Duck	each	40-45
Wild Geese	„	none
Wild Pigeons	„	none
Woodcock	„	40-45
Fruit		
Apricots	per lb.	none
Apples	„	12-20
Bananas	„	10-12
Cherries	„	10-12
Chestnuts	„	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	10-20
Mongosteens	per doz.	none
Melons	each	none
Oranges	per lb.	15-20
Peaches	„	none
Pears	„	10-12
Persimmons	„	none
Peeboes	„	10
Plums	„	none
Pumeloes	each	15-20
Pineapples	„	none
Strawberries	per lb.	none
Walnuts	„	12-14
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	20-30
Broad Beans	per. lb.	4-5
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	8-10
Cabbage	each	3-10
Carrots	per bunch	2-3
Cauliflower	each	10-15
Celery	per bunch	8-10
Egg Plant	per lb.	6-8
French Beans	„	10-12
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	1.00
Onions	„	8-10
Parsnips	per bunch	3-4
Peas	per lb.	6-8
Potatoes	per picul	$1.60-$2.00
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	„	8-10
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	——
Flour Australian	„	$4.00
Flour Shanghai	„	$2.10
Rice	per 200 lbs.	$6.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	17
Fodder		
Barley	per 114 lbs.	$2.60
Bran	„	$2.25
Fuel		
House Coal	per ton Tls.	19.00
Stove Coal	per ton Tls.	23.00
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Per P.M. s.s. Colombia from San Francisco, etc: Mr. and Mrs. Chas. W. Bereth, Mr. and Mrs. Geo. A. Brush, Lt. and Mrs. J. Budgen, Mrs. E. A. Dahlin, Mr. and Mrs. A. W. Davidson, Misses Jane Fales, Margaret Goodrich, Emma K. Marshall, P. Parkhurst, Anne Seesholtz, Nellie Strong, Irene West, Mrs. F. L. Fearon, Mr. and Mrs. M. C. Fowler, Mrs. R. D. Goodrich and infant, Mstr. Ralph D. Goodrich, Mr. and Mrs. R. E. Heun, Mr. and Mrs. O. J. Kennedy, Mrs. W. A. Marshall, Sr., Mr. and Mrs. W. A. Marshall, Jr., Mstr. C. H. Marshall, Mr. and Mrs. Max Myer, Mrs. M. McCleary, Mrs. Sarah Pike, Mr. and Mrs. E. S. Pakhurst, Mstr. R. B. Pakhurst, Mr. and Mrs. F. Pernant, Mr. and Mrs. Henry Rebhan, Mr. and Mrs. Robt. L. Stevens, Mrs. A. L. Thomson, Mrs. H. A. Wilber, Mr. and Mrs. Stanley Williams, Mstr. Stanley Williams, Jr., Mr. and Mrs. Wm. W. Wood, Messrs. Jos A. Baldini, B. D. E. Beith, Jno, M. Burns, E. J. Cornelis, Wm. C. Cobbs, Jr., Wm. Fog, Robt. J. Gill, W. J. Gorham, F. Huntington, W. D. Inman, D. J. E. Klein, Francs Kockum, V. Hemmingsen, Alfred Moore, G. W. Sayles, A. Saphire, J. B. Shaw, J. M. Springer, G. F. Tobler, Thos. Wroe, K. S. Zee; through passengers for Manila: Mr. and Mrs. Mark P. Cretcher, Mr. and Mrs. Robt. Clauson, Mr. and Mrs. A. J. Cottrell, Misses M. Cottrell, P. Cottrell, M. De Pree, M. Kinkelin, Mrs. E. Mannion, Mstrs, A. and R. Mannion, Messrs. Jose G. Guevara, J. E. Norton, Jno. K. Pickering, G. W. R. Stedman for Hongkong: Mr. and Mrs. Jno. D. Armstrong, Misses Eliz. Armstrong, Ethel Moroney, M. Webster, Mr. and Mrs. Jno. Rawlings and infant, Mrs. Ed. N. Short, Sir Robert Ho Tung, Capt. Basil Taylor, Mrs. Nellie Wilcox, Messrs. Howard C. Charlton, J. M. Haley, Fred J. Matthews, Thos B. Wilcox.

Per I-C. s.s. Kingsing from Tientsin: Miss Egle; from Weihaiwei: Mrs. C. Y. Knagg, Mr. and Mrs. Whittaks and 2 children.

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22360

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BUSINESS AND OFFICIAL NOTICES

(Continued from Page 22)

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Notice is hereby given that the fifth Annual Ordinary General Meeting of Shareholders of the above Company will be held at No. 27 Nanking Road, Shanghai, on Wednesday, the 14th day of May, 1919, at 4.30 p.m. for presentation of the Report of the Directors, and Accounts to the 31st December, 1918.

The Transfer Books of the Company will be closed from Monday, the 12th to Wednesday, the 14th May, 1919, both days inclusive.

By order of the Board of Directors,
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By Order of the
Board of Directors,
W. S. JACKSON,
General Manager.

Shanghai, 30th April, 1919.

22333

THE CHINA MUTUAL LIFE INSURANCE CO., LTD.

Head Office: 10 Canton Road, Shanghai.

NOTICE is hereby given that the Twenty-first Annual General Meeting of the China Mutual Life Insurance Company, Limited, will be held at the Company's Offices, 10 Canton Road, Shanghai, on Friday, the 16th day of May, 1919, at 4 p.m.

The Transfer Books of the Company will be closed from the 2nd day of May, 1919, to the 16th day of May, 1919, both days inclusive.

By Order of the Board of Directors,
J. K. TWEED,
Secretary.

Shanghai, 30th April, 1919.

22368

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22178

Reviewing The Paris Peace Pageant As It Marches Past

A New York World Reporter's Estimate Of The Distinguished Conferees, Their Outward Appearance, Manner, Mental And Physical Characteristics

By Louis Seibold.
(*New York World*)

Over the low hung bridges that span the historic Seine at intervals of three city blocks there daily pass before the view of Paris:

Emirs from Arabia.

Maharajahs from the Indies.

Sad visaged Hospodars from Poland.

Brown Slov Guspodars from the Balkans.

Swarthy Signors, Senors and Senhors from the European Latins and the lesser American republic.

Meek and slant eyed Chinese.

Secretive Japanese noblemen of inscrutable visage.

Sedate Lords, Earls and democratic statesmen of England and the United States.

Stalwart and free spoken men from the South African veldt and the far flung colonies in the seven seas.

* * *

There are three score and ten of these celebrities. They constitute the most illustrious "stag party" ever held. Women hold no place and have no voice in the deliberations. The men were selected by the twenty-six countries that combined to wage war on now humiliated Germany. They sit as delegates in the fourth Peace Conference in which the United States has participated as a principal and the most important in the history of the world. It is their function to impose penalties to fit the many crimes of the Central Powers. For the most part these arbiters of the future of the world are of middle class types, as should be when the voice of democracy sounds a note of triumph over the impudent aggressions of audious monarchs who mistake a rush of blood to the head for divine inspiration and seek to destroy the balance of the world in promotion of selfish ambition.

* * *

Yet these seventy middle class men are easily the most interesting figures in the world today despite the fact that the majority are practically inexperienced in world politics and diplomacy and individually less famous than the chief actors in similar events of the past. Upon them is focused the attention of the more than 700,000,000 civilised people of the earth. Wherefore each in his personal capacity is worthy of more than a passing word of description, analysis and appreciation. However vigorously the critics of their respective countries may differ as to the personal attributes and intellectual fitness of the men who are engaged in writing the most far-reaching peace treaty ever constructed, there can be no question that every one of them will hold a niche in the Temple of Fame long after the oldest critic has died and the prejudices of today have faded from the memory of man.

* * *

Grouped about a "U" shaped table in the Salon de l'Horloge (the Room of the Clock) the most elaborately decorated apartment of the Peace Building on the Quai d'Orsay, facing the Seine and commanding a superb view of the Place Concorde where the Champs Elysees breaks from the Rivoli at the end of the Tuileries, the peacemakers of the world constitute an assembly that is not particularly impressive. Were it not for the touch of the Oriental contributed by the Emirs, Maharajahs and the national uniforms of the military and naval attaches it might suggest a synod of clergymen or the meeting of an unusually large board of directors of a commercial enterprise.

* * *

"The Room of the Clock" is the showroom of the Peace Conference. Here the star events take place. The real work is performed in numerous places apart from it—committee rooms provided by the French Government, the council chambers of the various delegations sequestered from prying eye and ear and guarded vigilantly by soft stepping and elusive men from the secret police forces of the French Prefecture, Scotland Yard, Washington, Tokio, Rome and Madrid. It is only when the functions that call for "open covenants" are held that the seventy delegates get together. And then, according to the popular view, there is nothing worth hearing. The really important work is performed in camera, meaning in the sub-cellar of modern diplomacy. As far as the public is concerned, the sessions of the Peace Conference are about as open as the subway under the middle of the East River. However—

* * *

Such of the public as can pry out of the proper influences a card of admission through the great grilled iron gates of the Quai d'Orsay, which are zealously guarded by poilu, grenadier and gendarme, is privileged to record in his diary—if he keeps one—the fact that he "attended the Peace Conference," and that is about all he can say. He hears rendered into French that is bewildering to alien ears and English a trifle too correct reports of committees read by Capt. Montaux, the official interpreter, or on rare occasions a brief speech covering supplementary points left unsaid at the meetings in camera. If he wants to see the delegates at closer range a visitor must seek the corridors of the Crillon, where the five Commissioners of the United States and an odd thousand or so of "experts" are domiciled; the Majestic, a few paces from the Arc de Triomphe, surrounded by the guns captured from Germany, where the British hold forth; at the Edward VII., where the Italians live; at the Bristol, which provides a home for the Japanese; at the Lotti, where the Belgians sleep and tabulate their bill against Germany; at the Continental, where the Arabian and East Indian delegates furnish a daily treat to the eye; at the Ritz, in the Place Vendome, which provides a parade ground for an occasional delegate and many secretaries at dinner time; or in any one of many hundreds of more or less famous and high priced restaurants, or at the Opera or Opera Comique, or at shows of a varied sort which are just beginning to run on the pre-war schedule. Incidentally, Paris still clings to the war hours. The restaurants close up at 9:30 o'clock p.m., and the White Light resorts don't need any kind of lights after that hour—as yet. Were it not for the feeble gas lamps the streets of "Gay Paree" wouldn't be the least bit gay.

* * *

A close-up of the chief actors at the Peace Conference at the Quai d'Orsay and other places enumerated provides a fairly satisfactory opportunity to study the characteristics of those that stand out in the picture—everything, in fact, except information of value. About the only source from which that may be gleaned is obtainable at the secret and confidential conferences which the various national delegations hold with privileged press representatives of their respective countries and which they are solemnly pledged never to disclose to the brethren of the Allied nations. Of course the confidences imparted under such circumstances are invariably respected. But they are always interesting. What is not to be obtained, however, are the opinions that the peacemakers have formed of each other after more than two months of daily association. Perhaps that will come when the delegates have gone home and started writing their memoirs.

* * *

The figure that looms largest among the peacemakers is "The Tiger," otherwise Clemenceau, octogenarian Premier of France, Minister of War, editor, publicist, French from the tip of his toes to the last strand of his sparse, white hair. The most accurate description of "The Tiger" is that "he has a big head," a wise, canny and even crafty brain, facile and resourceful. It is the biggest thing about him, is "The Tiger's" head. As a matter of fact, he might be properly described as a "little man" were it not for the round, bald head that sits squarely on his sloping shoulders. There is a sleepy expression about the eyes of the French Premier, but the mental machinery back of them never seems to sleep. He gives one the impression of being able to listen to three or four persons at the same time and never overlooking anything transpiring within a dozen feet of him. For a man in the eighties he moves with surprising agility. And he talks with equal freedom. His mild blue eyes hold a steady gaze, and when he listens are absolutely barren of expression. He is ever ready when it is his move. But when he talks his eyes reflect grim slants of flecking lights and the words cascade in a steady flow with little effort at forming impressive periods, but always to the point. His sixty-nine associates in the tremendous work in hand look to him instinctively for guidance. And he never fails them, for he is a master of efficiency. There is neither loss of time nor words.

* * *

The other French delegates—Finance Minister Louis Klotz, short, dark, spruce and dapper, raven of hair and heavy drooping mustache, keenly observant and prolific in the matter of figures; Jules Cambon, a trained diplomat of the sort who looks the part, with a gentle, dreamy face, cold, calculating hazel eyes, reticent of speech, ready of understanding; Foreign Minister Stephen Pichon, the type of the seasoned lawyer, spick and span in dress and manner—"sleek" might be a better word—but very affable; Andre Tardieu, "the man outside," strong of face, "a good mixer" but a better listener than talker; has a very good memory.

* * *

Before the peace delegates from other countries and fickle Paris (which has tired of thrills of all sorts) became accustomed to Woodrow Wilson, he was the most interesting figure in the entire band of peacemakers. This was particularly true on the day that the conference was formally organised. As he sat on the right of Poincare, the stolid and dumpy little French President, then the eyes of every Emir and Senhor were trained squarely on the American Executive. In the composite gaze there was a blending of admiration and curiosity, perhaps more of the latter than of the former. The presumable reason was that he was an entirely new figure in the game of European diplomacy and brought really a constructive program backed by the prestige of the new giant among nations that had successfully thrown its balance to bring Germany to its knees. The President represented a new style of international statesman, puzzling in viewpoint and methods. But he was a mighty interesting figure as he stood frock-coated to deliver with splendid effect his initial official message from the newest democracy to the oldest among them. Since then his democratic way of walking through the picturesque Paris streets to and from his temporary home and the Quai d'Orsay and Crillon, and the easy manner in which he makes friends among the delegates insure him a smile of welcome and a ready hearing, even when his cause is not of the appealing sort.

* * *

The other delegates from the United States—Col. Edward M. House five feet, five inches high (without plug hat), weight about 127 pounds, small round head, thick at dome and brows, thin at temples, regarded as "spokesman" for the President, rather elusive, reticent of speech, in perfect agreement with every Presidential view, habits sedentary, real opinions unknown, considerable of an enigma to foreign statesmen; State Secretary Robert Lansing, a middle sized man in whose makeup, physical and otherwise, neutral gray is the dominant note, unobtrusively affable, rarely positive or direct in opinions, but suggestively subtle; in perfect accord with every Presidential view; Henry White, former Ambassador to France, where he is esteemed for social qualities, in demand at such events, passively Republican in politics, agreeable personality and in perfect accord with every Presidential view; Gen. Tasker H. Bliss, fine type of the American soldier, bald, grizzly of mustache, near-sighted, blunt in speech, very popular with military officers of all nations, chief function advising commissioners on military matters, in perfect accord with Presidential view, interpreting such as those of his Commander-in-Chief.

* * *

Lloyd George, the British Premier, who heads the delegation from that country and more or less influences the views of the eight delegates from the British colonies and East India, is the "really Important Man" of the conference. He is most likable, unassuming, apparently frank in manner, cannily cautious, easy of action and speech. He possesses a sense of humor and it seems to be always present and working. Looks you right in the eye when talking, but not always at you when you are. He seems sleepy like the French "Tiger," but he isn't, nor is he the least bit lazy, as his rather indolent demeanor suggests at times. Experience plus ability shines boldly in his "open" countenance. Never seems in a hurry. Is likely to saunter leisurely in on the solemn conclave—late—of delegates taking matters very seriously, humming a Welsh hymn, tripping over the Y's and double L's with the ease of a high priced prima donna. Smokes bad cigars, close up.

* * *

The Right Hon. Arthur J. Balfour, a big, burly sort of Britisher, whose clothes never seem to fit him. He wears the collars of three decades ago. But tucked away behind his overhung brow is a liberal supply of gray matter. He is conceded to be the most experienced diplomat in the the entire peace assembly with the possible exception of Cambon, and Sergius Sazonoff, who unofficially speaks for the last stable Government of Russia. Balfour thinks deeply, straight and slowly. He is not very approachable or communicative, though he has the most charming manners imaginable on occasion.

* * *

A. Bonar Law looks to be the "smartest man" in the Peace Conference. His face is long, aesthetic and thin, receding at the temples and literally breaking bounds over the eyes. The brow bulges almost abnormally and justifies the reputation he enjoys of knowing most about the problems that perplex the average man. Is orthodoxically British in everything he says, wears and does. He is even conventionally cautious in what he says, but he can always tell you the correct answer—if he wants to.

* * *

George Barnes, the Labor member of the British delegation, is of the brawny type, very English in viewpoint, frankly direct and solely interested in phases of conference that affect labor. Takes little part in other angles of the job on hand. He speaks officially for labor just as such advisers as Lord Robert Cecil and Lord Hardinge, "experts" of the first rank in diplomacy, speak unofficially (though most effectively) in the splendid organisation which represents England at the Quai d'Orsay. Incidentally the British delegation is conceded to be the best equipped in the fight for the vindication of modern democratic conditions. Her experts are real experts, trained, seasoned and practically experienced and confident

(Continued on Page 17)

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Reviewing The Paris Peace Pageant As It Marches Past

(Continued from Page 16)

on every point, each with a definite duty to perform, a combination of qualities that encourages betting in favor of her winning 60 percent of all the advantages.

* * *

The Italian delegation is composed of men experienced in the intrigues of Latin and Balkan politics and diplomacy. At the head of it is Vittorio Emanuele Orlando, a gray, small man, more like a Frenchman than Sicilian. He is slow in speech, deliberate in manner, turns things over in his mind and usually gives the right answer. Baron Sidney Sonnino, pompadour of hair, is part English with a Semitic strain. He is a rapid fire conversationalist with direct, engaging manners, a keen sense of humor and smokes innumerable cigarettes of the sort popular in Rome, where they sell the worst tobacco in the world. General Amada Diaz, who commanded the Italian forces at the close of the war, is a small, dapper, modish soldier, and fits into the delegation in a capacity similar to that of General Bliss. Prime Minister Salandra is a typical Roman, with clear olive complexion, high forehead, heavy dark gray mustache and suggests a man who likes the good things of life. He is a ready, fluent talker, but not always a willing one. Is reputed to know more about the Balkans than any other Italian statesman.

* * *

The Japanese delegation provides the most perplexing mystery of the Peace Conference. It is headed by the Marquis Saionji, one of the elder statesmen, with a long experience in politics and diplomacy. The habitual expression on his chubby, unusually dark, smooth shaven face is inscrutable, even when he smiles. He is coming bald. His eyes are bright and very intelligent. In common with his fellow delegates he wears the conventional attire of western statesmen and is very punctilious about it. Baron Hayasha (gray mustached), Baron Makino (youngish and thin mustached). Viscount Chinda (heavy black hair and mustache), and Count Matsu (smooth shaven) are types of the younger school, tutored in western ways. The Japanese flock to themselves, are rather exclusive, do not cultivate familiarity, limit their participation in the conference to direct and pointed questions, do not make extended speeches and deliver their opinions in carefully prepared and perfectly phrased documents. They are rarely seen outside of their own apartments in the Bristol. They are accompanied by a staff of advisers and experts, mostly English.

* * *

Belgium, bringing a bill that will break Germany for some time to come, is represented by Foreign Minister Paul Hymans, thin, scholarly-looking man of the French type, eloquent and fiery of speech, but gentle of manners, a good companion, with an habitually sad expression on his narrow, intellectual face. Dr. Emile Vandervelde, a big, heavily black bearded man, bald and serious of countenance, is the spokesman for Belgian labor. Mr. Van Del Hueval, the third delegate, is the financial expert who can tell you within a few francs how much Germany ought to pay his country and why. He is a youngish man, but highly esteemed for his business ability.

* * *

The three Chinese delegates sit over in an alcove of the peace room near the reporters. Lu Cheng-hsiang wears a scraggly beard. Cheng Ling is smooth shaven. They are of the type that is educated in American colleges, as, indeed, they were. Thomas Wang, (C. T. Wang?) a thoroughly Americanised Chinaman, seems to be the leader. The representatives are unctuously affable and frankly pleased at any attention shown them. They are eloquent listeners.

* * *

Everybody likes the Emir of Arabia, whose other name is Prince Feisud and whose father is the "Grand Old Man" of the Arabian Kingdom, shortly to constitute one of the powers of the world. The Prince, who is a very democratic potentate, is one of the show figures of the peace show. His costumes attract more attention than those shown by the human manikins in Paquin's or Worth's in the Rue de la Paix. And the Prince is rather proud of his trousseau, too. He is wholly Arabian, except in footwear, which is of American make. Sometimes the robe that reaches his shoe tops is of brown, then green, then green and gold, richly embroidered, with a white silk shirt showing between the loosely corded upper parts, revealing a collar worn Arabian style, opening upward and clasped by a sapphire, an emerald or a cluster of diamonds of price. The Prince wears headgear to match his costume, a flowing burnouse with flaps that extend down over his ears, falling freely from them. His face is thin, of a deep light brown, the lower part covered by a sparse Van Dyke beard and joining at the corners of his mouth a thin black mustache. The Arabian delegate, who is invariably accompanied by a French and British army officer, who vie with each other in furthering his desires and in protecting him, lives at the Continental, where he is quite a favorite on account of his democratic manners. He talks French fluently and English passingly. He is full of the woes and ambitions of his country and is keenly alive to the possibilities of the future. When the new Kingdom of Hedjaz comes into existence, it will be composed of Hedjaz, Upper and Lower Mesopotamia, Syria and Yemen. He will tell you that the Arabs will then have a nation of 3,500,000 pure Arabs, free, for the first time in centuries, of Turkish rule.

* * *

His Highness the Maharajah of Bikaner divides the personal scenery with the Prince of Arabia. He is a tall, finely built man with a clear brown complexion, heavy, upturned black mustache and eyebrows—something of the type of the Malay crusaders, as they used to call the local pirates. As a rule, he wears the uniform of a British General, as his country is under the protection of the "mother country." Yet he invariably wears the turban of the East Indian, brown, saffron or green, with an occasional splash of gold, which falls low on his handsome face. He is very modest and unassuming and less democratic than Prince Feisu, which is partly accounted for by the fact that he was educated in England. He wears some rings once in a while that are the envy of his women friends, who would like them for souvenirs, and he gives some very entertaining parties, because he is very wealthy, possesses a wonderful collection of pearls, herds of elephants, shoots tigers and has trained leopards in his back yard. He is not very communicative to outsiders, but the British with whom he trains pronounce him to be "a corking good fellow."

* * *

Two of the most engaging delegates are Jan Smuts and Louis Botha. General Smuts, Boer born, resembles the late Vice-President Fairbanks, though he is not so tall. He is a man of commanding ability and probably knows more about South Africa than any man since Cecil Rhodes. General Botha, famed as both soldier and statesman, is rather more English than Boer, with a brown tanned face, straggling mustache and chin tuft, big and comprehending brown eyes, very alert, a ready talker and not afraid to express his opinions, which are usually worth hearing.

* * *

Premier William Hughes of Australia is a sturdy man who suggests the great outside. He is tanned and rugged, with a square jaw, strong straight nose and a cropped mustache. He is a fearless talker, scoffs at the subtleties of modern diplomacy and believes in calling a spade a spade. He is very democratic, comes around to see "the press boys" at their hotels and does not hesitate to tell what's on his mind. He thinks Australia the best country in the world, does not conceal his chagrin because the Peace Conference will not give his country German Guinea and sees no reason for camouflaging the policy of excluding the Japanese. The British home officials have probably had a fine time keeping the Australian Premier in line.

* * *

Premier Lloyd of Newfoundland looks a good deal like our Secretary of State, Lansing, though he is more direct in speech. Premier Massey of New Zealand suggests Charles S. Mellen, former President of the New Haven, though his head is balder, but not so bullet shaped. George Foster, Canadian Commissioner, looks more like a Congregational minister than a wise statesman, as he is credited with being.

* * *

Roman Dmowski, one of the two delegates from Poland, is of the pure type of his race, florid in complexion with a short close cropped mustache, straight nose, square chin, deep sunk eyes and an eloquent pleader in promoting the ambitions of his war worn country. Dr. Benez, the chief spokesman for the Czecho-Slovaks, is a virile little man of almost the same type, full of the wrongs of his country and very confident that the United States will see them righted.

* * *

Venizelos, the Greek Premier, is a mild looking man, full faced, the lower part of which is covered by a gray beard that lends strength to it. His keen black eyes are shielded by big gold rimmed glasses. His forehead is high and full. He is a voluble and impressive speaker and extremely frank in discussing the future of his ancient race, whose fortunes he believes will turn for the better as a result of his successful influence in swinging it into line for the Allies against the pro-German King who was dethroned. He is a great admirer of the United States and said that he hoped to run over for a visit as soon as he can get away. The Greeks who left this country to fight their moral influence on the side of the Allies are represented at the Peace Conference by men of established reputations in their respective countries. Brazil sent former Minister of Justice Pescoa, Clyntho de Magalhaes, Minister to France, and Pandia Calogeras, former Minister of Finance. Bolivia is represented by Israel Montes, Minister to France; Cuba by Antonio Sanchez Bustomenta, Minister to France; Ecuador by Dormy de Alsua, Minister to France; Panama by Antonio Burcos Minister to Spain; Uruguay by Juan Carlos Blanco, Minister to France, and Peru by Don Francesco Garcia Calderon, Minister to Belgium. All of these countries are in full sympathy with the program of the United States and seek no special concessions, with the exception of Peru, which desires an adjustment of its boundary dispute with Chili, which, like the Argentine is not represented at the Peace Conference because neither declared war on Germany.

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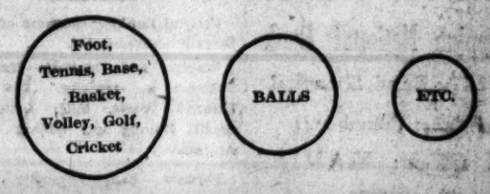

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Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending May 1:

There is little change to report in the general tone of the market which continues quiet and generally speaking somewhat easier. Cottons in almost all cases at lower rates than at the close of last week. Yangtszepoos are inquired for at Tls. 11¼ with last business done at Tls. 12. S. and H. Wharves declined to Tls. 85 and remain in request at this figure. Langkats remain quiet at Tls. 20 nominal c.n.i. Rubbers are firm at current rates with little business passing.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending May 2:

White Silk.—Business has continued for America latest prices at Tls. 5 advance, which has resulted in practically clearing out those descriptions which interest that market. There is little doing for Europe.

Tsatlee Filatures.—Black Horse, 1, 2, Tls. 520 av. Kung Kee Mars 1, Tls. 480.

Steam Filatures.—A certain amount of business has been done for New Season on basis of Tls. 800 av. for Gold Double Deer 1, 2, open size. Market is firm with Filatures not anxious to contract further at present.

Tussah Filatures 8 coc.—Some 1,000 bales best grades have been settled at Tls. 20 higher, Tls. 340 av. Market steady.

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Head Office: MANILA
BRANCHES:
37 Broadway, New York, and throughout the Philippines.
Correspondents at principal cities in the Orient, United States and Europe.
CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Chinese and Foreign Banking Announcements

Chartered Bank of China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
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Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
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Hankow	Peking	Burma)
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Shanghai Branch 18 The Bund.

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A. I. D. STEWART.
Manager.

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Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

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Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
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Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

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In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

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L. ARDAIN.
Manager.

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41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

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P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

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C. C. YANG, Sub-Manager.

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Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

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Newchwang	Nanking	Foochow
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Manager.

Shanghai, 15th February, 1919.

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Chief Manager.

Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

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Deputy Managing Director:
NIEH CHI-WEI.

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Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
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W. D. ZAR, Sub-Manager.

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Reserve Fund	H.$	400,000.00
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No. 2 Ningpo Road

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Act. Manager.

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SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

ASIA BANKING CORPORATION

An American Bank

HEAD OFFICE
66 Liberty Street, New York

BRANCH OFFICES
Shanghai Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Rseerve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Siccawei Weather Report

Saturday, May 3, 1919.

2.—Strong Northerly gale with hazy weather along the whole coast at the rear of the thunderstorm which has crossed the Eastern sea. The barometers have rapidly and considerably risen both in Mongolia and in Central China.

3.—Fine weather. Moderate Westerly breezes. Barometer still above the average.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches .	30.10	30.13
Variation for 24 hrs. .	↑0.05	−0.03
Variation for 12 hrs. .	0.00	−0.01
Wind—Direction	WSW	W
Wind—Miles per hour	13.0	19.3
Temperature (Fahr.) .	45°2	61°5
Humidity	82	38
Nebulosity (0-10)	0	0
Rainfall, inches	—	—

Financial And Commercial News

Exchange and Bullion

Shanghai, May 3, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/0½=Tls. 3.97
@ exch. 73.7=Mex. $5.38

Gold Dollars: Bank buying rate
@ 118=Tls. 84.75
@ 73.7=Mex. $114.99

Mex. Dollars Market Rate:
S'hai Gold Bars: 978 touch Tls.
Copper Cash ..... per tael 1848
Native Interest ..... Tls. .06

Latest London Quotations

Bar Silver ..... 48 1/16d.
Bank Rate of Discount 5%
Ex., Paris on London .... Fr. 28.40
Ex., N. Y. on London T.T. Nom. G.$4.66

Exchange Closing Quotations

London	T.T. 5/0½
London	Demand 5/0⅝
India	nom. T.T. 335
Paris	T.T. 706
Paris	Demand 709
New York	T.T. 117½
New York	Demand 117⅝
Hongkong	T.T. 68½
Japan	T.T. 43⅜
Batavia	T.T. 290½
Singapore	T.T. 46⅝

Banks Buying Rates

London	Demand 5/1½
London	4 m/s. Cdts. 5/2½
London	4 m/s. Docy. 5/2⅝
London	6 m/s. Cdts. 5/3
London	6 m/s. Docy. 5/3⅛
Paris	Nom. 4 m/s. 739
New York	o/d. Docy. 119½
New York	4 m/s. Docy. 123½

Roubles Exchange
Today's Bank Buying Rate
For Roubles
Roubles 3,200 ..... =Tls. 100
Roubles 100 ..... =Mex. $4.25

Customs House Exchange Rates
For May

Hk. Tls.	3.50	@ 5/0⅛		£1
„	1	@ 703	Francs	7.83
„	0.77	@ 116⅝	Gold	$1
„	1	@ 43⅛	Yen	2.54
„	1	@ 15	Rupees	4.19
„	1	@ 1.50	Mex.	$1.50
„	1	@ ...	Roubles	—

Shanghai Produce & Stock Exchange Transactions

Shanghai, May 3, 1919.
BUSINESS DONE

Official

Japanese Government Bonds
Railway Purchase 5%:
Tls. 39.10 cash
Tls. 39.00 May
Tls. 38.75 June
Tls. 39.00 July
Japan China S. and W. Co:
Tls. 22.00 May
Tls. 21.70 June
Tls. 22.00 July
Shanghai Produce and Stock Exchange: Tls. 21.30 May
Tls. 21.70 Jun
Tls. 22.10 Jul
Local Yarns:
Water Moon 16's: Tls. 179.50 May
Tls. 168.90 June
Tls. 164.50 July
Two Tigers 16's Tls. 172.50 May
Wedding 16's Tls. 171.40 May
For Standard Tls. 172.50 May

Stock Exchange Transactions

Shanghai, May 3, 1919.

Official
None

Unofficial
New Engineering Tls. 24.00
Shanghai Docks Tls. 125.00

Hongkong Share Market

Hongkong, April 25.—Messrs. Moxon and Taylor report as follows:

Banks.—Hongkong Banks are quoted £100 in London but Sterling exchange having again smartly advanced here, the rate dropped to $685 at which price a very large number of shares changed hands locally. At the close the market is very steady round about this figure $690 having been paid for one parcel.

Marine Insurances.—Cantons at $450 are quiet but firm. North Chinas remain in request at Tls. 200 with sales at Tls. 210. Unions under an unsatisfied demand have risen to $1,080 buyers.

Fire Insurances.—China Fires are on offer at $165. Hongkong Fires a $330 are wanted.

An Interim Dividend of 6 percent ($3.00) per share has been declared and will be payable on the 5th of May, 1919.

Shipping—Douglases. A fair number of shares have changed hands at $92 for the coming Settlement. Steamboats have been the medium of quite a considerable business between $23 and $23½, at the close the market is firm with buyers at $23. Preferred Indos are wanted at $32, Deferred Indos are for sale at $155. Star Ferries have dropped to $33 at which price there are buyers. Shells continue in very strong demand. Last cable advices from London dated April 10 give the price as £8.5/–.

Refineries.—China Sugars still continue their upward course and a little "bear" squeeze coupled with favorable accounts of working have forced the price to $150 for cash. At about this, the market closes steady. Malabons are wanted at $35.

Oils and Mining.—Raubs are unchanged at $2¼ and Tronohs at 40/– and Urals are at 40/–, Kailans at 50/–. Langkats suddenly eased off and have now sellers in the North at Tls. 22. Anglo-Egyptian "B" on the April 10 were quoted by cable from London as £4.17.6 ex Interim Dividend of 3/– just declared. London reports this market is firm with an upward tendency.

Docks, Wharves and Godowns.—Kowloon Wharves under some selling pressure eased off to $124 cum new issue but at the close are firmer with buyers at $125 and forward business on this basis. Hongkong Docks have fluctuated between $153 and $154 and the market closes at $153 buyers. Shanghai Docks have gone to the North at Tls. 127 for Settlement. New Engineerings are easy in Shanghai at Tls. 25.

Lands, Hotels and Buildings.—Centrals are still wanted at $107. Hongkong Lands are quietly firm at 106½. Humphreys at $7.80 are wanted. A small parcel of Hotels changed hands at $100, more could be placed. Kowloon Lands at $36 are unchanged from last week. Reclamations are nominal at $175. West Points at $69 are wanted.

Electric Companies.—Hongkong Electrics are slightly easier with sellers at $78½ for cash. China Lights are nominal at $5¼.

Miscellaneous.—China Borneos are still quiet at $13.20. Dairy Farms steady at $30. Ropes could be placed at $31½. Providents have been the medium of sales at $7½. Cements are wanted at $7½ and Powells at $11¼. Waterboats at $13½ are unchanged. Steam Laundries are still $3.75 buyers.

Exchange.—The Demand selling rate on London is 3/4 1/16 and the T.T. selling rate on Shanghai is 68½.

Cotton Market Report

A. B. Rosenfeld & Son

China Cotton.—Since our last report the market has had an upward tendency with a sharp advance of a couple of taels. During the interval, however, the bears, taking advantage of the continued rise in Exchange, succeeded in hammering prices back to their former low level, but the only effect so far has been the stampede of the more timid longs. With the completion of their short selling, however, the market strengthened, as it again seemed impossible to enlist farmers support of any consequence, and with heavy shorts tenders for May and June sentiment seems again to be bullish. There are many who still believe, or force themselves to believe, in lower prices eventually, but they limit themselves to believing, and at the close yesterday there was a general feeling of discouragement among those who have been working for lower prices.

On the other hand, conditions in the cotton growing sections are much better than most people seem to think. The farmers have had advantage of abundant crops at good prices during the past few years Their method of marketing slowly has proved very remunerative, and financially they are so well situated that it is most unlikely that they will deviate in the future from their policy of slow marketing. The preparation of the land in this province is fairly advanced; there has been, however, too much rain recently to allow of much progress.

Returning to the near future, as the natural result of our reasoning, as we said last week, we see no reason for materially lower prices considering the amount of cotton still in the hands of independent farmers. Disregarding for the time being the possibilities of intermediate fluctuations which may be involved in the question as to whether the supply will become available for spinning purposes when required, the present outlook seems to offer no foundation for the expectation of lower prices in the long run. Tone of the market: Steady to firm.

Received Shanghai, May 1, 1919.
Liverpool Market:
Price of Good Middling:
(April) ..... 18.44d.
(May) ..... 16.44d.
Market: Steady.
New York, April 30, 1919.
New York Market:
May ..... 28.05 cents
October ..... 24.18 „
Market: Steady.
Bombay, April 22, 1919.
Indian Market:
Broach 518 Rps. per Khandy.
Market: Steady to firm.

Singapore Rubber Auction

16th & 17th April, 1919

Following were the prices realised at our auction this week:

	Cts.
Sheet	
Smoked Fine Ribbed	78½/76
Smoked Good Ribbed	76/60½
Smoked Fine Plain	Nil
Smoked Good Plain.....	64
Unsmoked Fine Ribbed ...	Nil
Unsmoked Good Ribbed...	45½
Unsmoked Fine Plain ...	Nil
Unsmoked Good Plain.....	58
Crepe	
Fine Pale Thin	79½/76½
Good Pale Thin	76/65
Good Pale Blanket	Nil
Good Brown Blanket	Nil
Fine Brown	67½/61½
Good Brown	62/53
Good Dark	55/43
Barky	44/29½
Scrap	
Virgin and Pressed	43/35
Loose	29½/20
Sheet	
Cupwashing	50/45

London Quotations:
Fine Pale Crepe 2/1¾.
Fine Ribbed Smoked Sheet 2/1¼.
Catalogued for sale: 1,790,193 lbs. (about 799 tons).
Sold: 1,132,061 lbs. (about 505 tons).

The market has continued steady since we reported last with only few fluctuations in prices for ready goods.

Our auctions started with a good demand for all grades.

Fine Ribbed Smoked Sheet sold freely from 78½ to 76 cents. At the beginning of the sale 78½ cents was paid for few lots, and 79 cents was paid for one extra fine lot. These prices, however, were not maintained during the afternoon. Fine Pale Crepe was in better demand than last week and sold from 79½ to 76½ cents. The average prices for both grades may be given at 77½ cents for Sheet and 78½ cents for Fine Pale Crepe, the former showing no change and the latter showing an advance of ½ cent on the week.

Off grades of Ribbed Smoked Sheet and Pale Crepe were sold freely at prices equal to last auction.

No interest was shown in Unsmoked Sheet.

All grades of Brown Crepes met with a strong demand. Prices were steady.

The demand for Dark and Barky Crepes was good. The prices, however, did not advance.

Owing to the comparatively small quantities on offer, the auctions finished very early this morning when only a few buyers were operating.

Ribbed Smoked Sheet sold at 78 to 77½ cents.

No lots of Fine Pale Crepe was put up for sale.

The tendency of the market is steady.

Meyer and Measor.

Amusements

Victoria Theatre

Showing on May 4th and 5th

"WRATH"

FIVE PARTS

of

"The Seven Deadly Sins"

and

Other New Films

AMUSEMENTS

APOLLO THEATRE

Friday, May 9th, 1919, at 9.15 p.m.

ATTRACTION EXTRAORDINARY
For One Night Only

GRAND CONCERT

BY

Mme. MARIA FONDI

(Lyric Soprano from the Milan Conservatory)

AND

Mr. LUIGI CAVANNA

(Comedian, Baritone, Transformist.)

PROGRAMME

PART I.
1.—Pathe's Gazette
2.—Tacea la notte Placida (Trovatore) ..... *Verdi*
3.—Vissi d'arte (Tosca) .... *Puccini*
4.—Sorrentine Melodia Napoletana ..... *Novita*
Mme. MARIA FONDI
5.—La Risata (Laughing Song)
6.—Le Clarinette de la Garde Repertoire ..... *Polain*
7.—Sul Bateau (On the Ship)
Mr. L. CAVANNA

PART II.
8.—King Emmanuel's Entry Into Trieste.
9.—La Fioraia (The Flower Girl)
(Comic Duet with 4 Transformations)
10.—Adventure di un Carnevale (Carnival Adventure)
11.—I Gatti (The Cats)
(The Cats on the Roof)
Mme. FONDI and Mr. CAVANNA

Admission: Dress Circle $2.00 and Stalls $1.00

BOOKING AT ROBINSON'S

ISIS THEATRE

Programme for Sunday
MATINEE 3.30 P.M.
Evening Show, Commencing at 7.45 p.m.
Two Performances Every Evening.

"Hell's Hinges"
Five Parts
Triangle Super-Feature,
and
TRIANGLE COMEDY

New Programme for Monday

"The Count of Monte Cristo"
Seventh Epoch.
Exceedingly interesting developments take place in this chapter of the story.

Also showing

"The Million-Dollar Mystery"
10th and 11th Episodes.
Very sensational and exciting incidents are portrayed in these four reels of this wonderful serial.

Showing at the OLYMPIC THEATRE

COMMENCING
Monday, May 5th

The World's Greatest Film-Sensation

AMBASSADOR JAMES W. GERARD'S

"MY FOUR YEARS IN GERMANY"

In Ten Indescribable Reels

Lyceum Theatre

RETURN AND FAREWELL Performances.
For One Night Only

BANVARD'S

American Musical Comedy Company and Beauty Chorus

Monday, May 5th

"THE KING OF PATAGONIA"

Booking now open at
Messrs. S. Moutrie & Co., Ltd.
Book your seats early 22367

CREIGHTON HALE

AT THE APOLLO

Tomorrow, Monday, May 5th, 6th and 7th

GLADYS HULETTE AND CREIGHTON HALE
GLADYS HULETTE AND CREIGHTON HALE

IN THE UP-TO-THE-MINUTE PATHE PHOTO-PLAY

"FOR SALE"

CAN MONEY TAKE THE PLACE OF LOVE?

Suppose you, Mr. Man, had married a charming girl and then found out that your money and not your love had bought her, what would you do? One girl and one man found an answer.

IT IS A REAL GOOD PATHE PLAY WITH TWO CLEVER ARTISTES

PATHE'S AMERICAN GAZETTE — PATHE'S BRITISH GAZETTE

Lonesome Luke in "Why Pick on Me?"
Lonesome Luke in "Why Pick on Me?"
A REEL SPASM.

MATINEE TODAY 3:30
"HANDS UP" Episode 7—"MESHES OF EVIL"
„ 8.—"CAVE OF DREAD"

GLADYS HULETTE

GENERAL SHIPPING NEWS

Vesse s Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwains, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangwah**, Captain W. Phillip, will leave on **Monday** night. For Freight or Passape apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,264, Captain Gibb, will leave on **Monday, May 5**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,774, Captain Campbell, will leave on **Tuesday, May 6**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Tuesday, May 6**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Tuesday, May 6**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, May 7**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.K.K. Mail Wharf on **Wednesday, May 7**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Thursday, May 8**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Thursday, May 8**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwahlee**, tons 1,151, will leave on **Thursday, May 8**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Captain Findelson, will leave on **Friday, May 9**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Friday, May 9**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Kwangse**, Captain J. D. Milne, will leave on **Sunday, May 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Tientsin**, Captain R. Ritchie, will leave on **Sunday, May 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, May 5**, at 5:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, May 6**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, May 8**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Bando, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, May 29**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

ANTUNG.—The China Navigation Co.'s Steamer **Wenchow**, Captain A. V. Harrison, will leave on **Sunday, May 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agenst. Tel. No. 77.

TIENTSIN DIRECT.—The Str. **Hsinkong**, Captain A. B. Baines, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

CHEFOO & NEWCHWANG.—The Str. **Toonan**, Captain C. Slepperd, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain McIntosh, will leave from the French Bund on **Tuesday, May 6**, at 3 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund on **Saturday, May 10**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

LONDON.—The Str. **Aries Maru**, Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on May. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. Central 4234 and 4235.

LONDON.—The Steamer **Amur Maru**, Captain I. Hamada will be despatched from the Co.'s No. 9 Buoy on **May 25**. For Freight, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 9	—	San Francisco	Tenyo Maru	Jap.	T. K. K.
May 9	—	Seattle, etc.	Suwa Maru	Jap.	N. Y. K.
May 10	—	Vancouver	Empress of Russia	Br.	C.P.O.S.
May 15	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
May 15	—	San Francisco	Archer	Am.	P.M.S.S. Co.
May 24	—	San Francisco	Colombia	Am.	P.M.S.S. Co.
May 25	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
May 26	—	San Francisco	Shinyo Maru	Jap.	T. K. K.
May 27	—	Tacoma, etc.	Africa Maru	Jap.	O.S.K.
June 15	—	San Francisco	West Vaca	Am.	P.M.S.S. Co.
June 21	—	San Francisco	Venezuela	Am.	P.M.S.N. Co
June 28	—	Vancouver	E. of Russia	Br.	C.P.O.S.
July 12	—	Vancouver	E. of Japan	Br.	C.P.O.S.
July 19	—	San Francisco	Ecuador	Am.	P.M.S.S. Co.
July 26	—	Vancouver	E. of Asia	Br.	C.P.O.S.

FOR JAPAN PORTS

May 6	—	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
May 7	—	Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
May 9	—	Nagasaki	Simbirsk	Rus.	R.V.F.
May 10	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
May 13	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.
May 14	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
May 16	—	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.
May 18	—	Kobe	Tamba Maru	Jap.	N. Y. K.
May —	—	Kobe & Yokohama	Nera	Fr.	M.M. Cie
June —	—	Kobe & Yokohama	Sphinx	Fr.	M.M. Cie

FOR EUROPE INDIA, STRAITS, ETC.

———	—	Antwerp	Glengyle	Br.	G. L. E. A.
———	—	Liverpool	Carmarthenshire	Br.	B. & S.
———	—	London, etc.	Andes Maru	Jap.	O. S. K.
May	—	Marseilles	Nera	Fr.	M.M. Cie
May	—	London	C. of Colombo	Br.	J.M. & Co.
May 7	—	Java Ports	Tjilwong	Dut.	H-C. T. Co
May 8	—	Antwerp & Liverpool	Pakling	Br.	B. & S.
May 10	—	Marseilles	Paul Lecat	Fr.	M.M. Cie
May 12	—	London	Shidzuoka Maru	Jap.	N. Y. K.
May 15	—	London, etc.	Lycaon	Br.	B. & S.
May 17	—	London, etc.	Amur Maru	Jap.	O. S. K.
May 26	—	London	Kaga Maru	Jap.	N. Y. K.
May 29	—	London, etc.	Mentor	Br.	B. & S.
June —	—	London	Altai Maru	Jap.	O. S. K.
June —	—	Marseilles	Sphinx	Fr.	M.M. Cie

FOR SOUTHERN PORTS

May 4	—	Manila & Hongkong	Colombia	Am.	P.M.S.S. Co.
May 4	D.L.	S'tow, H'kong, C'ton	Choysang	Br.	J. M. & Co.
May 4	D.L.	Hongkong & Canton	Kwangse	Br.	B. & S.
May 4	D.L.	Amoy & Swatow	Tientsin	Br.	B. & S.
May 5	5.30	Ningpo	Hsin Peking	Br.	B. & S.
May 5	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
May 6	5.30	Ningpo	Taishun	Chi.	C.M.S.N. Co.
May 6	D.L.	Hongkong & Canton	Tean	Br.	B. & S.
May 6	D.L.	S'tow, H'kong, C'ton	Wingsang	Br.	J. M. & Co.
May 8	D.L.	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
May 16	—	Manila & Hongkong	E. of Asia	Br.	C.P.O.S.

FOR NORTHERN PORTS

May 4	D.L.	Antung	Wenchow	Br.	B. & S.
May 6	—	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
May 6	3.00	W'wei, Chefoo, T'tsin	Fengtien	Br.	B. & S.
May 6	D.L.	W'wei, C'foo, T'tsin	Kingsing	Br.	J.M. & Co.
May 6	—	Tientsin	Hsinkong	Chi.	C.M.S.N. Co.
May 7	—	Dairen	Isshin Maru	Jap.	S. M. R.
May 9	3.00	Vladivostok	Simbirsk	Rus.	R.V.F.
May 10	D.L.	Tsingtao	Yingchow	Br.	B. & S.

FOR RIVER PORTS

May 4	D.L.	Wuhu/Canton	Kiukiang	Br.	B. & S.
May 4	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
May 5	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
May 5	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
May 6	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
May 6	M.N.	Hankow, etc.	Yohyang Maru	Jap.	N.K.K.
May 6	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
May 7	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
May 7	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
May 7	M.N.	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
May 8	M.N.	Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
May 8	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
May 8	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
May 8	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
May 9	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
May 3	—	Ningpo	Taishun	Chi.	C.M.S.N. Co.
May 3	—	Nanking	Nagasaki Maru	Jap.	Suzuki Co.
May 3	—	U.S.A. via Japan	Egremont Castle	Br.	D. & Co.
May 3	—	Chinwangtao	Shinyue	Chi.	S.P.S.N. Co.
May 3	—	Hongkong	Tean	Br.	B. & S.
May 3	—	Tientsin, ports	Hsinkong	Chi.	C.M.S.N. Co.
May 3	—	River Ports	Kutwo	Br.	J.M. & Co.
May 3	—	River Ports	Sanbashi Maru	Jap.	S.T. Co.
May 3	—	Tientsin, ports	Kingsing	Br.	J. M. & Co.
May 3	—	Japan	Kasuga Maru	Jap.	N. Y. K.
May 3	—		Taito Maru	Jap.	
May 3	—	San Francisco, ports	Colombia	Am.	P.M.S.S. Co.
May 3	—	Hongkong	Wingsang	Br.	J. M. & Co.
May 3	—	Hongkong	Kiukiang	Br.	B. & S.
May 3	—	Chefoo	Toonan	Chi.	C.M.S.N. Co.
May 3	—	Native Customs	Inushima Maru	Jap.	S. Shokai

Departures

Date		For	Ship's Name	Flag	Agents
May 3	—	River Ports	Sujwo	Br.	J. M. & Co.
May 3	—	River Ports	Sulyang Maru	Jap.	N.K.K.
May 3	—	River Ports	Poyang	Br.	B. & S.
May 3	—	River Ports	Changon	Br.	H.O.S.S. Co.
May 3	—	Japan	Tokushima M.	Jap.	N. Y. K.
May 3	—	Cruise	Liuhsing	Chi.	Customs
May 3	—	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.
May 3	—	Japan	Kumano Maru	Jap.	N. Y. K.
May 3	—	Chinwangtao	Upolu	Br.	O.Thoresen
May 3	—	Native Customs	Senzan Maru	Jap.	S. Shokai
May 3	—	Wuhu	Sanbashi Maru	Jap.	S.T. Co.
May 3	—	Dairen	Kobe Maru	Jap.	S.M.R.
May 3	—	Ningpo	Taishun	Chi.	C.M.S.N. Co.

C. N. C.

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

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For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

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Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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Passage: Telephone Central 401.

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For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Colombia	May 24	S.S. Colombia	May 3
S.S. Venezuela	June 21	S.S. Venezuela	May 31
S.S. Ecuador	July 19	S.S. Ecuador	June 28

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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S.S. Colusa	July 10	S.S. Santa Cruz	June

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Safety and comfort of passengers our first consideration. For information of freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Feb. 12	—	Japan	Yeiko Maru	Jap.	M.B.K.
Feb. 15	—	Bellingham, Wash.	J. Steedman	Jap.	N.Y.K.
Mar. 13	—		Misaki Maru	Br.	M.B.K.
Mar. 16	—		Mitsuku Mar	Jap.	M.B.Co.
Mar. 20	—		Marie Barnard	Jap.	M.B. Co.
Apr. 6	—	Chinwangtao	Shinko Maru	Jap.	K.M.A.
Apr. 8	—	Hongkong	Castlefield	Br.	W. & Co.
Apr. 18	—	Foochow	Kienkong	Chi.	W. & Co.
Apr. 19	—	Swatow	Yusang	Br.	J. M. & Co.
Apr. 22	—	Hongkong	Kwongsang	Br.	J.M. & Co.
Apr. 22	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Apr. 23	—	Newchwang	Toonan	Chi.	C.M.S.N. Co.
Apr. 26	—		Monguly		
Apr. 26	—	Hongkong	Glengyle	Br.	G. L. E. A.
Apr. 27	—	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Apr. 28	—	River Ports	Yuenkiang Maru	Jap.	N. K. K.
Apr. 29	—		Nagasa Maru	Jap.	T. W. C.
Apr. 30	—	Seattle	Javary	Am.	B.A.T. Co.
May 1	—		Chienan	Chi.	T. W. C.
May 1	—	Japan	Fukuri M.	Jap.	
May 1	—	Japan	Fukuyo Maru	Jap.	
May 1	—	Vladivostok	Carmarthenshire	Br.	G. L. E. A.
May 1	—	Tsingtao	Neuralia	Br.	M. M. & Co.
May 1	—	Swatow	Tientsin	Br.	B. & S.
May 1	—	Japan	Fuji Maru	Jap.	M.B.K.
May 1	—	Tsingtao	Kwangse	Br.	B. & S.
May 1	—		Pattela		
May 1	—	Hongkong	Choysang	Br.	J. M. & Co.
May 1	—	Hongkong	Pakwo	Chi.	S.P.S.N. Co.
May 2	—		Shawshing	Chi.	N.S.S. Co.
May 2	—	Antung	Wenchow	Br.	B. & S.
May 2	—		Weihsun	Chi.	S.P.S.N. Co.
May 2	—	River ports	Hanping		
May 2	—	River ports	Chungking	Br.	B. & S.
May 2	—	River ports	Kiangyung	Chi.	C.M.S.N. Co.
May 2	—	River ports	Fengyang Maru	Jap.	N.K.K.
May 2	—	Dairen	Kobe Maru	Jap.	S.M.R.
May 2	—	Japan	Fumi Maru	Jap.	S. M. R.
May 3	—	Nanking	Nagasaki Maru	Jap.	Suzuki Co.
May 3	—	U.S.A. via Japan	Egremont Castle	Br.	D. & Co.
May 3	—	Chinwangtao	Shinyue	Chi.	S.P.S.N. Co.
May 3	—	Hongkong	Tean	Br.	B. & S.
May 3	—	Tientsin, ports	Hsinkong	Chi.	C.M.S.N. Co.
May 3	—	River Ports	Kutwo	Br.	J. M. & Co.
May 3	—	River Ports	Sanbashi Maru	Jap.	S. T. Co.
May 3	—	Tientsin, ports	Kingsing	Br.	J. M. & Co.
May 3	—	Japan	Kasuga Maru	Jap.	N. Y. K.
May 3	—		Taito Maru	Jap.	
May 3	—	San Francisco, ports	Colombia	Am.	P.M.S.S. Co.
May 3	—	Hongkong	Wingsang	Br.	J. M. & Co.
May 3	—	Hongkong	Kiukiang	Br.	B. & S.
May 3	—	Chefoo	Toonan	Chi.	C.M.S.N. Co.
May 3	—	Native Customs	Inushima Maru	Jap.	S. Shokai

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave.
AMUR MARU	15,000	I. Hamada,	May 23	May 25
ANDES MARU	15,000	K. Goko,	End of May	

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
AFRICA MARU	20,000	H. Yamamoto,	May 26	May 27
ARABIA MARU	15,000	T. Saito,	July 19	July 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Bando,	May 28	May 29

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	Capt. M. Tsuboki,	May 15	May 17

FOR TIENTSIN

	Tons	Capt.	Arrive	Leave.
TAITO MARU	3,000	M. Takaki,	May 3	May 4

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	May 9	May 11

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The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

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WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	JUNE	22nd
S.S. "CHINA"	JULY	5th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING"	JUNE	3rd

FOR HONGKONG DIRECT

CHINA	JUNE	21st

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EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
SHIDZUOKA MARU...	12,500	Capt. R. Ozaki,	May 12
KAGA MARU	12,500	Capt. N. Segawa,	May 26

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

SUWA MARU	21,000	Capt. R. Shimidzu,	May 9
FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. K. Iisuno,	May 6
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	May 13

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU ..	4,500	Capt. R. Arakida,	May 7
YAWATA MARU	7000	Capt. H. Nojiri,	May 10
OMI MARU	7,000	Capt. H. Kawai,	May 14
KUMANO MARU	9,500	Capt. S. Saito,	May 17

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	June 8

FOR JAPAN

TAMBA MARU	12,500	Capt. T. Sekine,	May 18

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	June 3

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

AKI MARU	12,500	Capt. F. C. Cope,	May 21
TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

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Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

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CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.	
20.35	8.35		0	dep. Peking arr.		19.50	
23.46	11.12		. .	arr. Tientsin-Central dep.		17.00	
23.57	11.17		84	dep. Tientsin-Central arr.		16.53	
24.00	11.23		. .	arr. Tientsin-East dep.		16.45	
19.35	. .		524	arr. Mukden dep.		. .	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East arr.	17.05	15.45	20.15
8.55	9.55	11.40	2.71	arr.	Tientsin-Central dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central arr.	16.31	15.20	19.48
13.02	16.00	15.30	78	dep.	Tsangchow dep.	13.06	11.28	15.28
16.40	19.20	18.08	148	dep.	Techow dep.	10.33	8.47	11.55
19.57	22.12	20.21	—	arr.	Tsinanfu dep.	8.06	6.00	8.30
7.	3.		220					8.
6.00	22.25	20.31	—	dep.	Tsinanfu arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep.	Taianfu dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Yenchowfu dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yenchowfu arr.	3.39	0.02	12.38
12.47	4.02	0.48		dep.	Linhsing dep.	1.20	21.24	9.26
16.00	6.55	3.16	377	dep.	Hsuchowfu dep.	22.36	19.20	6.30
19.02	8.45	4.50	—	arr.	Hsuchowfu dep.			10.
9.	3.		420					
5.40	9.00	4.57	—	dep.	Hsuchowfu arr.	22.29	19.00	20.50
11.26	13.02	8.38		arr.	Pengpu dep.	19.53	14.55	15.20
11.51	13.20	8.40	523	dep.	Pengpu arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Chuhsien dep.	16.48	10.50	8.17
20.08	18.56	13.00	631	arr.	Pukow dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line		Exp.	N. Exp.
	23.00	14.20	0	dep.	Nanking-Ferry arr.	14.15	6.50
	7.00	21.00	193	arr.	Shanghai-North dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Lincheng-Taochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Taochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

How Allied Patrols Listened To U-boat

Detector Invented By Americans Helped In Waging War On German Craft—Some Successful Hunts

It is possible, now that the censorship is lifted, to tell how an American device aided the war against the U-boats. It was a listening device, capable of detecting the presence of the undersea craft.

These detectors were designed to fasten to the ship's side and extended below the water line, the sound channels leading into the hold of the ship to an observer who signaled the direction of the sound to the bridge. It was found this apparatus, under ideal conditions, could pick up the sound of a submarine at a distance of fifteen miles. In most circumstances it could be relied upon for a range of two to seven miles. The results were superior to anything in use before the United States entered the war.

The instrument was the work of the research laboratory experts of the General Electric Company of Schenectady, N. Y., under the direction of Dr. W. R. Whitney, chief of those laboratories and a member of Secretary Daniels' Naval Advisory Board. They were assisted by the Submarine Signal Company, the Victor Talking Machine Company, the Western Electric Company, the National Research Council, and such scientists as Dr. W. D. Coolidge, Dr. Irving Langmuir, Professor R. A. Millikan, Professor Max Mason, and others.

Before the General Electric Company could turn the devices out in quantity submarine sinkings had multiplied at an alarming rate and in April, 1917, 874,000 tons of shipping was destroyed. It was apparent that something must be done at once. The Navy Department organised a special service party under the command of Captain R. H. Leigh, U. S. N., and despatched ten tons of the listening apparatus to be tried out in European waters. The party consisted of C. E. Eveleth and C. F. Scott of the General Electric Company, six enlisted men, and three other naval officers. The listening device was now put to the acid test and the submarine hunt was on.

Mr. Scott recently described some interesting incidents characteristic of the practical application of the submarine detector.

Submarine Bases

"The principal bases from which American destroyers operated," he said, "were Queenstown, Ireland; Brest, France, and Gibraltar, the first named being the largest base of the three.

"The submarine chaser bases were at Queenstown, Ireland; Plymouth, England, and Corfu, France.

"The American submarines were based at Berehaven, Ireland, and the Azores. All the navigating charts of the waters around the British Isles, like the English Channel, North Sea, and Irish Sea, where the submarine warfare was most active, were divided into squares, lettered and numbered for quick reference as to positions of torpedoed ships or enemy submarines sighted by surfarce craft or airplanes.

"The party under Captain Leigh had also worked out the tactics necessary for the detection, pursuit, and destruction of U-boats, and used three fishing trawlers of nine to ten knots speed. On December 30, 1917, we steamed out of the harbor for our first patrol in English waters. The Channel lived up to its reputation of being the roughest body of water for its size in the world.

"A 'P' boat, a small type of high-speed destroyer developed for the war, accompanied us as an escort.

"The day after New Year's we received a wireless from an airship that a submarine had been sighted. We steamed over, got out our devices, but couldn't hear a thing. Another message from the airship changed the sub's position, so we altered our course and obtained a clear indication from the listening device. The U-boat was moving slowly up the Channel submerged.

"We gave the 'P' boat a 'fix' (cross bearing) on the spot where our indication showed the submarine to be. She ran over the place, dropping a 'pattern' of depth charges and soon we began to see tremendous amounts of oil rising to the surface.

"A trawling device had been developed which indicated whether contact with a submarine was made.

"After the oil came up we got out our trawling device and ran over the area for about an hour and finally got an indication. We threw over a buoy to mark the spot and anchored for the night. Next morning we trawled again and got another contact within 100 yards of the buoy. We had destroyed a submarine in our first test.

"The British Admiralty thought well of the devices and many were ordered from the United States. We had taken over detailed drawings of all the apparatus and allowed them to build it themselves from our drawings.

What 'Y' Guns Are

"About May, 1918, our own ships began to come over with all these devices installed. They were also equipped with radia telephones, depth charges, and 'Y' guns. A 'Y' gun is a casting with two arms forming a Y. Each arm holds a depth bomb, which can be shot out by means of an auxiliary powder charge to a distance of 100 feet.

"When the American submarine chasers began to arrive they were assigned to the Channel where the German submarine activities were greatest, and we did a good deal of patrolling in the early Spring with these chasers. The second lot of chasers was ordered to Corfu in the Adriatic in June.

"We had thirty-six chasers based in a little bay on the island, and the barrage of boats extended across the Otranto Strait, a distance of about forty miles. The chasers were operated in units of three, which kept about one mile apart on patrol. A distance of five miles was kept between units. The conditions in the Adriatic were ideal for hunting submarines. The water was very deep around Otranto Strait, ranging from 400 to 800 fathoms, which meant that the submarines when hard pressed could not seek shallow water, as was their custom in the English Channel and the North Sea.

"The main Austrian submarine base was at Pola, which is at the head of the Adriatic, Cattaro, further down the coast, was also used as a base.

"The German submarines leaving Pola were obliged to go through Otranto Strait to get to the Mediterranean, and once through they had things practically their own way, as there were few patrol boats in the Mediterranean. The tonnage sunk during the first three years of the war shows the condition that existed before the Otranto barrage was put into effect.

"The submarine chasers while on the barrage were constantly in sound contact with enemy submarines, especially at night, as they usually made the attempt to get through during the dark. They could be heard for an hour or two before they came to the line. The sound between an oil engine and an electric motor is so distinctive that it was comparatively easy to tell when they changed from one to the other, which was necessary as soon as they submerged, as they knew approximately where our line was located and they invariably submerged two or three miles before they reached the line.

"When the submarine had approached sufficiently close, the unit maneuvered into position for attack. The attack was usually made when the submarine was 400 to 500 yards ahead, and all three boats of a unit, steaming full speed ahead, would lay a pattern of depth charges over the area where the plotted position of the submarine showed it to be. Many successful attacks were made, and one in particular was exciting.

Patrol's Close Shave

"One of the boats in a unit reported hearing what sounded like a submarine. In a few minutes all three listeners had picked him up and the bearing of his course was being plotted. The middle chaser, which was the flag ship, was getting readings which showed that the submarine was in a direct line astern and steaming toward her.

"Suddenly the water began to slap the bottom of the boat, so that every one on board felt it and the next minute the observer reported that his bearings on the submarine had changed from dead astern, to our bows. The submerged submarine had passed directly under the center boat. All three boats were immediately got under way, and the attack made. After all the depth charges had been dropped, the boats were stopped and observations were again taken. A propeller was heard to start up and ran for about 30 seconds, and then a crunching noise was heard, and although the boats stood by until dawn no further sound was noted. The unit had been blown out of position by a high wind during the early morning, so that when the boats steamed back at daybreak to where the attack had been made an oil slick two miles long by 800 yards wide was on the surface of the water. The submarine was doubtless put out of control, and after getting down to 300 or 400 feet in depth had collapsed, due to the tremendous pressure at these depths.

Help To Our Submarines

"The addition of listening devices to all American submarines was of tremendous assistance to them when out on patrol. The American submarine base was at Berehaven, Ireland, and submarines operated from there off the west coast of Ireland on the lookout for U-boats. Up to the time that we entered the war submarines, once they submerged below periscope depth, were blind and deaf. The development of the listeners for use with submarines gave them an added sense which they used constantly after they got into the war zone and began anti-submarine warfare."

One of the most dramatic incidents occurred on the morning of Sept. 6, 1918. An account of the engagement says:

"At 1:25 o'clock unit No. 6 fixed (located by triangulation) a submarine directly ahead at a distance of 100 yards, immediately carried out a barrage three-boat attack, each boat letting go three stern charges and 'Y' gun. Pattern was laid symmetrically, covering any possible maneuver of the submarine. Stopped and listened. No hearing for about twenty minutes. Then got contact. Distinct sound of submarine making a noise as if shafts were badly bent. Also giving out squeaking sound. Submarine sounded as if having great difficulty in keeping propeller going. She stopped frequently. We followed. Heard submarine hammering, squeaking, straining, running intermittently apparently with great difficulty and for short periods.

"The second depth charge of this attack threw into the air a cylindrical black object fifty to sixty feet about the size of a depth charge. Another depth charge attack was carried out. Submarine had gradually been making shorter turns for some time. From this point on believe submarine bottomed and was never able to move except to start and scrape along the bottom a short distance. Noises indicated this."

Word was then sent to Penzance for additional depth charges and a radio despatched to the base for a destroyer.

"Subsequent events," says this account, "showed that submarine never moved from the spot. Noises indicated repair. Occasional unsuccessful attempts were made to start motor. Sounds rapidly became less frequent."

When morning came the submarine chasers and the destroyer which had been sent to their assistance gathered near the spot, where the crippled submarine was resting on the bottom. "Taking into consideration all circumstances and events," it was "concluded that the submarine had been damaged externally and was unable to start motor after repeated attempts. It was at least unable to rise to the surface and remained on the bottom in the vicinity. Reports of listepers substantiated this conclusion."

THE CHINA PRESS MAIL SCHEDULE

SUNDAY MAY 4, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Tomorrow.							
Weihaiwei and Chefoo	Kingsing	22.00	..	..	..	..	22.00
Weihaiwei, Chefoo & Tientsin	do	..	17.00	..	..	..	..
Hongkong and Canton	Tean	22.00	..	..	..	..	22.00
Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Kasuga Maru	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Chefoo	Toonan	22.00	..	..	..	..	22.00
Japan Ports	Kasuga Maru	19.30	..	..	..	..	19.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	do	..	17.00	..	..	..	..
Tuesday, May 6.							
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	Fengtien	..	14.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Wingsang	22.00	..	..	..	..	22.00
Swatow and Hongkong	Wingsang	..	17.00	..	..	..	..
Japan Ports	T'shima Maru	19.30	..	..	..	..	19.00
Japan Ports	T'shima Maru	..	17.00	..	..	..	..
Wednesday, May 7.							
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	22.00
Amoy and Hongkong	Sunning	..	17.00	..	..	..	..
Java Ports	Tjiliwong	17.00	..	..	..	..	16.30
Friday, May 9.							
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	E. of Russia	..	17.00	..	..	..	17.00
Japan, Canada, U.S.A. & E'pe, via U.S.A.	Tenyo M.	..	10.00	..	..	..	9.30
Nagasaki and Vladivostok	Sishun	..	14.00	..	..	..	13.30
N'saki, Kobe, Y'hama, Canada, H'lulu, U.S.A. and Europe	Tenyo M.	..	..	‡9.00	..	..	..
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	†Paul Lecat	11.30	..	..	..	..	11.00
Japan, Canada, USA & Europe	E. of Russia	17.00	..	..	..	..	16.30
Japan Ports	Simbirsk	14.00	..	..	..	..	13.30

†Ordinary and registered articles will be closed at the French Post Office at 12 noon and parcel posts at noon on May 7.

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Petking, etc.

a.—at 21 for S.N.R. 23 o'clock train
b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
WTW			Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
B N B	Nov. 8		Kinsha	Br. gun-boat
8 P.	Dec. 21		Quiros	Am. gun-boat
M M B	Feb. 11		Wilmington	Am. gun-boat
7 P.	Mar. 12		Villalobos	Am. gun-boat
ND	Mar. 15		Palos	Am. gun-boat
2 C	Mar. 17		Elcano	Am. gun-boat
B I I I	Apr. 13		Brooklyn	Am. cruiser
B V I I	Apr. 30		Suma	Jap. gun-boat

Shipping Items

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Takeshima Maru with mails left Moji for Shanghai on Friday and may be expected to arrive today.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Tatung will leave Hankow for Shanghai today.

The I.-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The H.-C. s.s. Tjiliwong is expected to arrive in Shanghai from Java ports today and will sail for the same ports via Yokohama, Batavia, Semarang and Soerabaia on or about May 7. This steamer takes through cargo to all ports of the Netherland India Archipelago.

The M.M. s.s. Paul Lecat will be despatched for Marseilles via Hongkong, Halphong, Saigon, Singapore, Colombo, Djibouti and Port Said on Saturday, May 10. The tender Whangpoo with passengers and mails will leave the French Mail Jetty at 2.30 o'clock the same afternoon.

The P. and O. s.s. Dilwara, from Bombay, left Colombo on April 28 and is expected to arrive in Shanghai on May 15.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

The H.O. s.s. Tehhsing will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai on Tuesday.

The Blue Funnel s.s. Peleus left Shanghai for London, Amsterdam and Antwerp yesterday.

The N.Y.K. s.s. Kasuga Maru will leave for Nagasaki, Moji, Kobe and Yokohama at 5.30 o'clock Tuesday morning.

The N.Y.K. s.s. Wakanoura Maru with mails will leave Moji for Shanghai today and may be expected to arrive on Tuesday.

The N.Y.K. s.s. Yawata Maru with mails will leave Moji for Shanghai tomorrow and may be expected to arrive on Wednesday.

The P.M. s.s. Colombia arrived in Shanghai from San Francisco yesterday afternoon and will leave for Hongkong and Manila tomorrow.

Sailed from Shanghai

For San Francisco

Venezuela	Apr. 3
Nanking	Apr. 8
Cadaretta	Apr. 13
Tancred	Apr. 16
Satanta	Apr. 17
Astral	Apr. 18
China	Apr. 25
Ecuador	Apr. 27

For Tacoma

Arabia Maru	Apr. 15
Manila Maru	Apr. 16

For Vancouver

Monteagle	Apr. 11
Bessie Dollar	Apr. 18
Melville Dollar	Apr. 24

For New York Via Panama

Lowther Castle	Apr. 19

For Falmouth

Kina	Apr. 6

For London, etc.

Elpenor	Apr. 3
Cardiganshire	Apr. 13
Iyo Maru	Apr. 14
City of Bristol	Apr. 15
Laomedon	Apr. 17
Bassano	Apr. 18
Carnarvonshire	Apr. 19
Chifuku Mare	Apr. 24
Somedone Maru	Apr. 26
Nellore	Apr. 25
Atsuta Maru	Apr. 29
Peleus	May 3

For Liverpool

Antilochus	Apr. 3
Agapenor	Apr. 6
Pakling	Apr. 14
Telamon	Apr. 17

For Marseilles

Andre Lebon	Apr. 6
Luzon Maru	Apr. 13

For Odessa

Mylie	Apr. 24

For Bombay

Dunera	Apr. 10
Toyo Maru 2	Apr. 20
Hejaz	Apr. 26

For Saigon

Balestrand	Apr. 13

For New Castle (Australia)

Hwahting	Apr. 9

Launch Services

Friday, May 9, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

Saturday, May 10, 1919.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Paul Lecat will leave the M.M. Jetty (French Bund) at 2.30 p.m.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$650
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$450
North China	Tls. 217
Union of Canton	$900
Yangtsze	$230 B.
Far Eastern Ins. Co., Ltd.	Tls. 24
Fire Insurances	
China Fire	$167 S.
Hongkong Fire	$330
Shipping	
Indo-China Def	$160
Indo-China Pref.	
"Shell"	167/- B.
Shanghai Tug (o)	Tls. 32½
Shanghai Tug (f)	Tls. 35½
Mining	
Kaiping	Tls. 10½ B.
Oriental Cons	21/-
Raub	$2½ B.
Docks	
Hongkong Dock	$153 B.
Shanghai Dock	Tls. 125 B.
New Eng. Works	Tls. 23½ x R. B.
Wharves	
Shanghai Wharf	Tls. 88½
Hongkong Wharf	$125 B.
Lands and Hotels	
Anglo-French Land	Tls. 75½
China Land	Tls. 50
Shanghai Land	Tls. 67½ B.
Weihaiwei Land	Tls. 8
Shanghai Hotels Ltd.	Tls. 16½
China Realty (ord.)	Tls. 99
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 240
E-wo Pref	Tls. 97
Laou-kung-mow	Tls. 170
Oriental	Tls. 90
Shanghai Cotton	Tls. 176
Kungyik	Tls. 34
Yangtszepoo	Tls. 13
Yangtszepoo Pref.	Tls. 90
Industrials	
Butler Tilles	Tls. 28
China Sugar	$150 B.
Green Island	$7½ B.
Langkats	Tls. 19 CNI B
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 115
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	$100 B.
Moutrie	$32
Watson	$6½
Weeks	$12 B.
Rubbers (Local)	
Alma	Tls. 8½ S.
Amherst	Tls. 0.40 B.
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3½
Ayer Tawah	Tls. 20 B.
Batu Anam 1918	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2½
Bute	Tls. 0.85
Chemor United	Tls. 1
Chempedak	Tls. 7½
Cheng	Tls. 1½ B.
Consolidated	Tls. 2.60
Dominion	Tls. 6
Gula Kalumpong	Tls. 5.65
Java Consolidated	Tls. 13.90
Kamunting	Tls. 5½
Kapala	Tls. 0.35 B.
Kapayang	Tls. 16
Karan	Tls. 8½
Kota Bahroe	Tls. 5½
Kroewoek Java	Tls. 11 B.
Padang	Tls. 10
Pengkalan Durian	Tls. 4½
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samagaga	Tls. 0.75 B.
Seekee	Tls. 1
Semambu	Tls. 0.90 B.
Senawang	Tls. 8½
Shanghai Klebang	Tls. 0.60
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8
Shanghai Pahang	Tls. 1½
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 8½ B.
Sua Manggis	Tls. 4
S'hai Kalantan	Tls. 0.50
Shanghai Seremban	Tls. 0.50 B.
Taiping	Tls. 11 S.
Tanah Merah	Tls. 0.95 S.
Tebong	Tls. 15
Ulobri	Tls. 2½
Ziangbe	Tls. 4½ B.
Miscellaneous	
C. I and E. Lumber	Tls. 250 B.
Culty Dairy	Tls. 12 B.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 78 B.
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 23
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 76 B.
S'hai Waterworks	Tls. 158

S. Sellers. Ss. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per T.K.K. s.s. Tenyo M. May 9

For Japan:
Per N.Y.K. s.s. Kasuga M. May 5

For Europe
Per M.M. s.s. Paul Lecat May 10

MAILS DUE

From U.S. and Canada
Per T.K.K. s.s. Shinyo M. May 4

Business and Official - - - Notices - - -

NOTICE

NOTICE is hereby given that the offices of Messrs. J. H. & C. K. Eagle, Inc., have been taken over by Mr. G. Louis, who will continue business on his own account, at 6 Kiukiang Road.

All powers of attorney at any time heretofore granted by Messrs. J. H. & C. K. Eagle, Inc., to their several representatives and appointments of substitutes made under them for China and/or Japan have been cancelled.

G. LOUIS.

Shanghai, May 1, 1919.

23416

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of CHARLES A. SWANSTROM *Deceased*

Cause No. 771
Estate No. 291
NOTICE

To the heirs and others interested in the estate of the above named deceased.

NOTICE is hereby given, pursuant to an order of said Court, that a hearing for the probate of an instrument purporting to be the Last Will and Testament of said deceased, and for the issuance of Letters of Administration, will take place on Thursday, May 8, 1919, at 11:30 a.m. in the office of the Commissioner of the United States Court for China.

WILLIAM A. CHAPMAN,
Acting Clerk.

Shanghai, China, May 3, 1919.

23415

TO LET

Flat of two small rooms
Ben Building,
25 Avenue Edouard VII.

23422

FINE MODERN FRONTS

for

SHOPS

and or

OFFICES

Ben Building,
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23421

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices,
TAYLORS, 74, CHANCERY LANE, London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5 Peking Road Tel. C. 346

Business and Official Notices are Continued on Page 15

Shanghai Race Club

SPRING RACE MEETING, 1919

NOTICE

Only Bank-notes issued by the following Banks in Shanghai will be accepted at this Race Meeting:—

Chartered Bank of India, Australia and China.
Bank of China (Shanghai issue)
Bank of Communications (Shanghai issue)
Bank of Taiwan
Banque Belge Pour l'Etranger
Banque de l'Indo Chine
Banque Industrielle de Chine
Commercial Bank of China
Hongkong & Shanghai Bank
International Banking Corporation
Mercantile Bank of India
Netherlands Trading Society (Nederlandsche Handel-Maatschappij)
Ningpo Commercial Bank
Russo-Asiatic Bank
Yokohama Specie Bank

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

22307

Shanghai Race Club

SPRING RACE MEETING, 1919

FIRST DAY
Monday, 5th May

The Races will commence at 11.30 a.m. PROMPT To-morrow.

The First Bell after Tiffin will be rung at 2 p.m. Sharp.

There will be three races before tiffin, including the

CRITERION STAKES

GRIFFINS' PLATE

and

Eight Races After Tiffin.

The public can obtain Badges of Admission either from Messrs. Kelly & Walsh, Ltd., or at the Gate.

"Season" Badges, covering the three Official race days as well as the "OFF" DAY:—

For Gentlemen ..... Price $6 each
For Ladies ..... Price $3 each

Day Badges are obtainable at the Gate Only:—

For Gentlemen ..... Price $3 each
For Ladies ..... Price $2 each

Tiffins and Teas will be served for Members and Grand Stand Ticket holders in the Coffee Room.

Tiffin and Tea tickets are obtainable at the Grand Stand.

Tiffin Tickets ..... Price $2 each
Tea Tickets ..... Price $0.50 each

The Public Band will be in attendance.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

23418

Shanghai Race Club

NOTICE

The numbers of members telephones are now—

WEST 106
WEST 107

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club

22395

Shanghai Race Club

REMINDER.

The Stewards and Members of the Shanghai Race Club will be AT HOME to Members of the Country, Shanghai, Masonic, American, Columbia, Merchant Service Clubs: Cercle Francais, Cercle Sportif Francais, Marine Engineers' Institute and Circolo Italiano

At The Grand Stand To-morrow Night

Dinner will be served at 8 p.m.

After which

Selling Lotteries will be held on the following Races:—

The Consolation Cup
The Shanghai Derby, No. 5
The Champion Sweepstakes, No. 4
The Shanghai Derby, No. 6

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

23417

SHANGHAI CRICKET CLUB

Members of the Shanghai Cricket Club will be "At Home" to their friends on Monday next, 12th instant, from 5 p.m. to 7 p.m.

C. D. FIELD,
Secretary.

23420

HIRANO WATER

Reynell's

AT ALL HOTELS
AT ALL CLUBS

PURITY GUARANTEED

GARNER, QUELCH & CO.

Municipal Notification

No. 2612.

FIRE BRIGADE

THE Council is prepared to receive applications from foreigners for appointment as Supervising Firemen. Pay Tls. 125 per mensem with plain furnished quarters, bed, bedding, fuel and light.

There are 6 vacancies and appointments will be made on three months' probation merging in a three years' agreement if services are satisfactory.

Applicants must be able to supervise the Chinese Fire staff, have had practical fire training and experience, be unmarried, steady and trustworthy and preferably under 35 years of age.

Applications should state age, qualifications, experience, etc., and should be forwarded together with copies of testimonials and certificates to the undersigned forthwith.

By Order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, May 1, 1919.

22390

Municipal Notification

No. 2602.

7% LOAN 1919

Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Klangse Road, to whom all inquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

22364

OFFICES, ETC., TO LET

OFFICES to let, new buildings 14 and 16 Canton Road; entire ground-floor and all second-floor, No. 16; one half ground-floor and all second-floor, No. 14. Will divide to suit tenants' requirements. Apply premises or J. T. Hammond, 51 Szechuen Road.

22356

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.

22354

HOUSES TO LET

TO LET, six-roomed house, newly decorated, Tls. 45.00. Wayside. Apply to Box 92, THE CHINA PRESS.

22397 M.7.

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

22386

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

22387

TO LET, 450-E Avenue Joffre, residence of six rooms. Modern improvements. Apply premises or J. T. Hammond, 51 Szechuen Road.

22388

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

BARRETT (PORTABLE)

COMPUTING-LISTING

MACHINE

Here is a machine that will ADD and LIST equal to all other machines and is also equipped with a CALCULATING device. It has a capacity of TWELVE figures and is fitted with complete keyboard.

Undoubtedly the best all-round machine on the market for general office use.

Illustrated booklet on request

THE OFFICE APPLIANCE CO.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add.: Mackbauck

Exchange and Mart

MOTOR CAR FOR SALE: Studebaker seven-seater touring car, electric light, self-starter, four-cylinder forty horse-power engine, in perfect running order, complete with all tools, two new tyres fitted on rear wheels, price taels 1,250.00. Can be seen by arrangement, Owner leaving Shanghai. Apply to Box 106, THE CHINA PRESS.

23424 M.17.

FOR SALE, a few sewing machines at reasonable prices. Owner leaving Shanghai. Please apply to Liengyi Mercantile Company's Sewing Machine Department, 11 Soochow Road.

23419

AIREDALE bitch puppy, $15, to a good home. Sire and dam, best strain in Shanghai. Apply to Box 93, THE CHINA PRESS.

22399 M.4.

FOWL-HOUSE, containing high-class imported Black Minorcas and Plymouth Rocks. Open for a reasonable offer. Apply to Box 94, THE CHINA PRESS.

22399 M.4.

WANTED, second-hand perambulator, good condition. State price and when can be seen. Apply to Box 95, THE CHINA PRESS.

22399 M.4.

EGGS for sitting: Brown Leghorns, $3.00; Plymouth Rocks, $3.00; White Leghorns, $2.00. All from imported strain. Apply to Box 96, THE CHINA PRESS.

22399 M.4.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barbar Shop, 120 Szechuen Road.

23429

FORD touring car (five-seater), run only 800 miles, three new extra inner tubes, two new extra tyres. Owner called home suddenly, price Tls. 800. Call 77 Szechuen Road (ground floor), rear of Hall and Holtz.

23405 M.4.

Exchange and Mart

FOR SALE, three thoroughbred Japanese pups, small breed, two females, Tls. 15 each; one male, Tls. 25. Apply to Box 73, THE CHINA PRESS.

23401 M.4.

BENTLEY'S Complete Phrase Code for sale, $18 per copy. Apply to Box 100, THE CHINA PRESS.

23407 M.6.

WANTED to purchase a small telescope. Reply stating particulars, price, etc., to Box 103, THE CHINA PRESS.

BUICK CAR for sale, four-cylinder, five-seater, with self-starter. In good repair. Will accept any reasonable offer. Apply to Box 84, THE CHINA PRESS.

22376 M. 4.

BLACKWOOD furniture for sale. Heavy, carved, good drawing room suite of nine pieces. Original cost Tls. 800. Any reasonable offer accepted. Apply to Box 85, THE CHINA PRESS.

22376 M. 4.

FOR SALE, one Scripps-Booth Roadster in thoroughly good condition, being regularly supervised by expert. Owner leaving Shanghai. Apply to John A. Moller, 4 The Bund.

22384

FOR SALE: One Haines six-cylinder 7-passenger touring car, in perfect running order and excellent condition. Price Tls. 1,500. Apply to Box 82, THE CHINA PRESS.

22352 M.7.

FOR SALE: "Cadillac" electric vacuum cleaner. 200 volts. In very good working order. Complete for immediate use. Tls. 60 or reasonable offer. Apply to Box 66, THE CHINA PRESS.

22290 M. 4

Amusement Advertising will be found on Page 19

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET,

Well-furnished rooms, bathrooms and verandahs attached, hot and cold water. Kitchen under personal supervision.

70 and 72 Bubbling Well Road.

22207

Oriental House
31 Boone Road
One front and one back room, with bath attached, facing garden, hot water, moderate prices. Table under the personal supervision of the American proprietress.
Telephone, North 1102.

22313

TO LET, well-furnished rooms in private family, every convenience. Apply No. 36 Quinsan Road.

23414 M.4.

FURNISHED rooms, single and double, with bathroom, hot and cold water, electric light and attendance. Moderate rental. Board optional. Central Building, 18 Nanking Road.

23432 M.4.

UNFURNISHED residential room, to let at 17 Nanking Road. Apply to 18 Nanking Road.

23432 M.4.

TO LET, near Hongkew Park, well-furnished attic with bathroom attached, hot and cold water, telephone and board, in Allied family. Any reasonable offer accepted. Apply to Box 102, THE CHINA PRESS.

23408 M.6.

TO LET, Central, one single, cheerful, airy and well-furnished attic bedroom, good board and attendance, $75. Apply to Box 97, THE CHINA PRESS.

23400 M.6.

TO LET, with board, large furnished room; bathroom and verandah attached. Nice view, facing south. Apply to No. 1 Young Allen Terrace.

22389 M. 4.

TO LET, four or five rooms, a bathroom, a kitchen, and wide verandahs. Apply to 41 Range Road.

22370

TO LET with board, large newly furnished flats, and single rooms with private bathrooms attached. All modern conveniences, tennis court, garage, stabling and telephone. Apply to Box 32, THE CHINA PRESS.

APARTMENTS WANTED

WANTED: American naval officer's wife desires to be paying guest in a refined family. Apply to Box 108, THE CHINA PRESS.

22392 M. 4.

EDUCATIONAL

DANCING lessons given by an experienced teacher. Terms $3.00 per lesson. Apply to Box 105, THE CHINA PRESS.

23423 M.6.

SITUATIONS WANTED

AMERICAN lady, with knowledge of shorthand and typing, seeks position. Apply to Box 104, THE CHINA PRESS.

23413 M.6.

POSITION wanted by Chinese gentleman, ten years' experience as translator and interpreter in business and legal offices. No objection to outport or travelling. Apply to Box 86, THE CHINA PRESS.

22377 M. 4.

SITUATION VACANT

WANTED, stenographer and typist. No objection to beginners provided they understand their work and are competent. Apply to Box 109, THE CHINA PRESS.

23421 M.6.

RELIABLE Japanese amah wanted by lady in Chefoo to look after two children, three and five years old. Must be well recommended. Apply to Box 107, THE CHINA PRESS.

23430 M.10.

HELP WANTED: Lady to keep books and answer correspondence. Apply to Box 99, THE CHINA PRESS.

23405 M.3.

CHINESE interpreter-clerk required. First-class knowledge of spoken and written English and of the various Chinese dialects essential. Ability to speak Japanese desirable. Previous commercial experience not essential. Apply, stating qualifications fully, to Box 89, THE CHINA PRESS.

22382 M.3.

CHINESE clerks wanted, must be familiar with import and export work. Good salary will be paid to the right persons. Apply to Box 101, THE CHINA PRESS.

23407 M.6.

CAN any lady recommend an experienced and capable nurse, Portuguese or Eurasian, for two children aged 4 years and 8 months respectively? Apply Box No. 90, THE CHINA PRESS.

22396 M.4.

WANTED.—Can any lady recommend thoroughly experienced and trustworthy Japanese Amah for 2 children. Reply Box No 91, THE CHINA PRESS.

22396 M.4.

Promote Employes

From Within Your Own Organization.

The modern idea in solving the "Man Wanted" problem is to have men, familiar with the peculiarities of your own business, already trained for new or vacant positions.

Over 200 Railroads and more than 350 industrial firms, including such as **The Bethlehem Steel Co., The Yale & Towne Mfg. Co., The Warner Gear Co.**, and many others equally well known, are developing more efficient employes by urging **SELF-EDUCATION** through THE INTERNATIONAL CORRESPONDENCE SCHOOLS.

282 Courses To Help You

The I.C.S. are able to help your employes make themselves more efficient.

One large firm in the Orient says: "We shall be pleased to have you make every proper effort looking to the enrollment of additional employes in the International Correspondence Schools."

Regardless of your needs, whether small or great, the I.C.S. are ready with a plan that will increase the efficiency of your employes. A letter from any employer requesting explanation of the **"I.C.S. SERVICE EFFICIENCY PLAN"** will be sufficient to bring full particulars.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD
SHANGHAI.

Magazine and Automobile Section of The China Press, Sunday, May 4, 1919

A Grand Opera Prima Donna in 5 Months

1—Little Eight-Year-Old Rosa Dressed Up in Her Sunday Best.

2—Working Around Her Father's Saloon and Feeding the Chickens on the Connecticut Farm Was Stupid for Rosa.

PHOTO · BY · BAIN

3—When the Cabaret Craze Came Along Rosa Began to Use That Wonderful Voice of Hers and Make a Little Money.

4—Then Rosa and Her Sister Carmela Got the Idea That They Could Make a Hit in Vaudeville; and They Did.

5—This Photograph Looks a Little Soubrettish, But That Was As Far As Rosa Had Gotten Along the Road to Fame and Dignity At This Period.

The Sky-Rocket Jump of Rosa Ponzilla, a 22-Year Old Connecticut Country Inn-Keeper's Daughter, From a Cabaret Singer to a Place Beside Caruso in the Metropolitan Opera Stars

IF there is any one thing which we have been taught to believe it is that the sacred gates of the Grand Opera can only be approached over a long, trying, weary road of years and years of patient labor and study.

But a little Connecticut girl got there in five months!

We have been told how the special genius of great foreign music teachers, like the famous Mme. Marchesi, is so vitally necessary to train and develop the hard-working singer, who hopes some day to reach the stage of the great Metropolitan Opera House.

But young Rosa Ponselle studied just five months with a New York music teacher, cut out all the Mme. Marchesi-years-of-soulful-study-in-Europe idea and landed among the great Metropolitan stars without any difficulty!

Nordica, Calve, Eames, Fremstadt and the long list of stars who served their time under the great foreign teachers have told young aspirants to follow this slow and painful road if they hoped for success. Study in Italy was vital. Study in Italy and also in France was really quite necessary. And, in fact, to the years of study in Italy and France it was desirable to be added a term in Berlin—yes, and London, too.

But Miss Ponselle never had time to run over to Italy or France, and she is singing leading parts with the great Caruso, nevertheless. She is twenty-two years old and the newest star of the Metropolitan Opera House galaxy. Capricious nature appears to have endowed this untrained, country innkeeper's child with a voice which did not need years of sandpapering, polishing and varnishing to perfect it.

A critic said "Rosa Ponselle as Leonora, making her operatic debut, was both a surprise and a delight. Her voice is fresh, clear and of lovely quality. She used it with a fine grace and effectiveness. In her Mr. Gatti has found something worth while, and to his and her credit she was unheralded."

Gatti Casazza, the manager of the Metropolitan said: "Signorina Ponselle has a voice like Caruso's. It is like velvet. It is without holes. Most voices are like a garment, thick in one place, thin in others. Hers is strong and even."

Hers was no one appearance success. Rosa Ponselle's performance was not Thanatopsis, her first effort being equaled and surpassed by successive ones. Said another critic of her second performance: "After the too numerous exhibitions of 'shouting' singers in the Metropolitan, it affords inexpressible satisfaction to the listener to hear so velvety and well-controlled a voice as Miss Ponselle used in the way a singing voice should be. The American soprano sang last evening with an intelligence and an artistry that confirm previous estimates."

Were you to encounter Rosa Ponselle on the street, in a drawing room, at a matinee, you would think: "A good-looking girl in an ample way! How brilliant her coloring! How magnificent her vitality!" And when she spoke you would think: "How softly girlish is her voice!" From her exudes abundant strength. She is such a girl as one instinctively believes is "country bred!"

Like most of the human voices in the great aviary housed by the Metropolitan's square, smoke-stained roof, Rosa Ponselle is of humble origin. Nearer the soil greater the singing voice quality.

Caruso the great was a butcher's boy. He delivered steaks and at the rear doors of Italian mansions was bullied by cooks in the kitchens of great families. Lina Cavalieri was a singer in cafes in Rome. Lillian Nordica stood behind a counter and sold gloves in a Boston shop. Margaret Romaine sang in the streets of London to drawn crowds to the meetings held by her father, a Mormon missionary from Ogden, Utah. Anna Case was a blacksmith's daughter who borrowed quarters from the grocer to pay for her first vocal lessons in a New Jersey village. And Rosa Ponselle's first recollection is of the corner grocery, cafe and saloon, kept by her father, in Meriden, Conn.

As soon as she was able to toddle about their small rooms Rosa helped to make and bake the spaghetti and baste the chickens for her father's patrons. She fed the hens and ducks in the back yard. Her first taste of tragedy came the day when she had to see the most beloved of her roosters transformed into a roast for the family and the boarders.

Romance came into her life when her beautiful sister Carmela, four years older, ran away from home. Their father, though a Neopolitan and by natural sequence a music lover, had forbidden his daughters to study music. To remove the temptation he had furnished them a home without a piano. The reason for this was to his mind a goodly one. Music, though a beautiful art, sprang from and made its appeal to the emotions. He agreed with the English poet that "they are dangerous guides, the feelings. I myself am not exempt." Besides, girls as beautiful as his Carmela and as magnetic as Rosa might follow the path of music to the stage. And did not all know that the "footlights are flashes from the devil's eyes?"

The girls then were only allowed to exercise their voices — young, fresh, sweet and powerful, with the exquisite bel canto quality of the Italian—in Sunday school. There the teachers encouraged them to lead the singing. To "warm" their fine voices they sang all the way to Sunday school. From sheer joy they sang all the way back. Strangers in the town stopped to stare and listen.

Carmela, the rebel, ran away. She came back now and then for a visit to the home town. She said she was a cabaret singer. Rosa, with a small sister's envy, admired Carmela's wonderful city clothes.

"Go to work yourself, kid, and earn them," was her practical advice.

"How?" asked her big little sister, for even at thirteen Rosa had ceased to be called Rosita. It seemed so absurd, her father and mother said, to call a magnificent creature as tall as themselves, and with a high chest of ten-inch expansion, their little Rose.

"That little motion picture house down the street may want you to sing illustrated songs," said the wise one from far-away but near New York.

"I will see him," said thirteen-year-old Rosa with the twenty-five-year-old will.

So Rosa applied for work, and the manager asked, "What can you sing?"

"A lot of Sunday school hymns."

"Let's hear you." The big little girl sang, "I Am So Glad That Jesus Loves Me."

"Another one," demanded the manager She remembered the only funeral she had ever attended. She sang "Abide with Me." The manager, unashamed, wiped his eyes.

"You'll do," he said. "I'll give you $15 a week. You can sing 'Home, Sweet Home,' and some hymns. I'll have the pictures ready on Saturday."

She sang at the "movie" house for a week. Another motion picture house, farther down the street, offered her $18 a week. She thought of a new white plume labeled, "price $3," she had seen in a shop window. "I'll come," she said. She had been singing at the motion picture house for six months and acquired a wardrobe that her sister on her next visit home pronounced "wonderful."

"I've spent all my salary on them. But, somehow, they don't look like yours," she complained to Carmela.

A friend of the family who had listened to the illustrated songs said: "You ought to go over to New Haven and sing in a cabaret."

"No, no," said the child with the woman's will, "cabarets are wicked. Besides you have to sing to jazz music. I prefer the classical."

"This restaurant is all right, and Jim Malone will let you sing whatever you wish. He caters to a good class of particular patrons."

The girl accompanied the family's friend to the New Haven restaurant. "First, have a good dinner, then we'll talk terms," said the proprietor. Rosa's liking for good food determined her future. She signed a contract to sing in the cabaret for three years.

When the contract expired Carmela, the runaway, said: "Now you are ready to come up a step higher. Always go higher. You are ready for vaudeville."

The new diva, welcomed at the Metropolitan by the most discriminating audience in America, told me the rest of her story simply in a cosy uptown apartment, shared by her forceful sister.

"But before we could place our sister act, which takes time, Carmela sang at Wallick's and I at Lorber's. Lorber's, you know, is the restaurant on Broadway. Across the street was the Metropolitan Opera House. Between my songs I used to sit at a window and watch the singers arrive. I saw Lou Tellegen help Geraldine Farrar out of her car and bow nearly to the step as the stage door closed behind her. I saw Caruso walk down from his rooms at the Knickerbocker Hotel. I watched them with a sigh and a pain deep in my heart.

"'What's the matter?' said the head waiter to me. He had seen tears in my eyes. I dragged my gaze from the window.

"'Just a thought,' I answered. 'I was thinking this is as near as I will ever come to the Metropolitan Opera House.'

"But my big sister, Carmela, knew my wish. Some of her friends knew of it. They arranged to take me to a Saturday matinee. I heard opera for the first time. Caruso sang. And Geraldine Farrar. I was the last one to leave the house. When the opera was over and the lights had gone down and the people had gone out I still sat there, held in the spell of the music. My sister tapped my shoulder and laughed. 'Come on,' she said. I seemed to awake from a deep, delicious sleep.

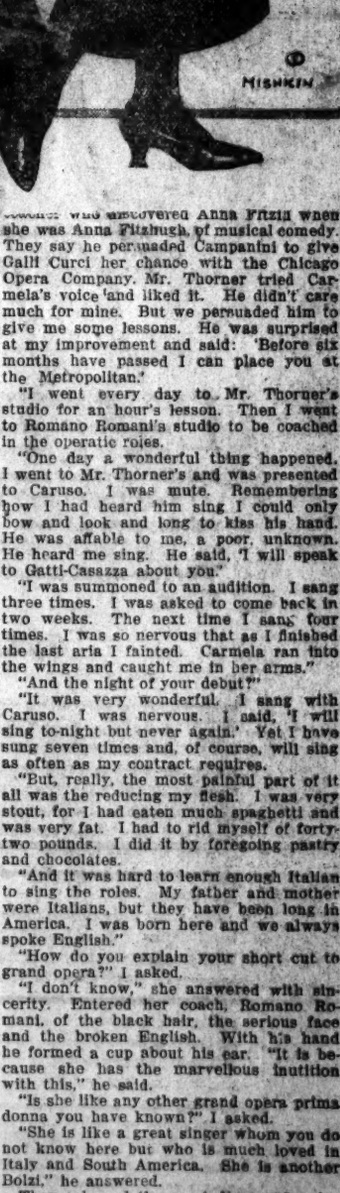
"We went into vaudeville. We sang four times a day. Last year the agent refused to pay us more. We saved during our two years of hard work in vaudeville.

"'Now is the time to study,' said Carmela. Up to that time I had never had a vocal lesson.

"A friend who heard us sing took us to William Thorner. He is the well-known

© MISHKIN

7—And Five Months Later the Metropolitan Opera House Programme Announces a New Star "Signorina Rosa Ponselle." The Little Connecticut Girl Had Arrived in Three Quick Jumps —Cabaret, Vaudeville, Opera! To Fulfill the Traditions of the Metropolitan She Changed Her Name from Ponzilla to Ponselle. Note How This Photograph Reflects the Statuesque Pose and Artistic Composition Which Miss Rosa Had Also Incidentally Acquired—No Flashy Cabaret or Vaudeville Effect Any More.



© MISHKIN

PHOTO · BY · BAIN

6—If Cabaret Singing Was So Easy and Their Vaudeville Hit Was So Perfectly Simple, Maybe All This Solemn Tradition About the Difficulties of Grand Opera Was Bunk. Anyhow Rosa Decided to Put in Her Evenings Practicing a Little with a View to a Job Alongside Caruso and Farrar.

discoverer who discovered Anna Fitziu when she was Anna Fitzhugh, of musical comedy. They say he persuaded Campanini to give Galli Curci her chance with the Chicago Opera Company. Mr. Thorner tried Carmela's voice and liked it. He didn't care much for mine. But we persuaded him to give me some lessons. He was surprised at my improvement and said: 'Before six months have passed I can place you at the Metropolitan.'

"I went every day to Mr. Thorner's studio for an hour's lesson. Then I went to Romano Romani's studio to be coached in the operatic roles.

"One day a wonderful thing happened. I went to Mr. Thorner's and was presented to Caruso. I was mute. Remembering how I had heard him sing I could only bow and look and long to kiss his hand. He was affable to me, a poor, unknown. He heard me sing. He said, 'I will speak to Gatti-Casazza about you.'

"I was summoned to an audition. I sang three times. I was asked to come back in two weeks. The next time I sang four times. I was so nervous that as I finished the last aria I fainted. Carmela ran into the wings and caught me in her arms."

"And the night of your debut?"

"It was very wonderful. I sang with Caruso. I was nervous. I said, 'I will sing to-night but never again.' Yet I have sung seven times and, of course, will sing as often as my contract requires.

"But, really, the most painful part of it all was the reducing my flesh. I was very stout, for I had eaten much spaghetti and was very fat. I had to rid myself of forty-two pounds. I did it by foregoing pastry and chocolates.

"And it was hard to learn enough Italian to sing the roles. My father and mother were Italians, but they have been long in America. I was born here and we always spoke English."

"How do you explain your short cut to grand opera?" I asked.

"I don't know," she answered with sincerity. Entered her coach, Romano Romani, of the black hair, the serious face and the broken English. With his hand he formed a cup about his ear. "It is because she has the marvellous inuition with this," he said.

"Is she like any other grand opera prima donna you have known?" I asked.

"She is like a great singer whom you do not know here but who is much loved in Italy and South America. She is another Bolzi," he answered.

They released the much-discussed voice from a graphophone record. It was these graphophone records and the ten thousand dollars they had added to the family exchequer that won over Father Ponzilla, of Meriden, Conn.

"Music pays better than the restaurant business," he admitted. "Perhaps Rosa was right."

But even while she laughed at the little story of fatherly discomfiture, Rosa said she had another pain in her heart, like that with which she had looked across the street at the Metropolitan Opera House.

"I am sorry for my success because I shall never have a husband and home and children. Prima donnas should not marry."

The New Going Out Dresses By Lady Duff-Gordon

An "Angelica" Gown of Olive Green Satin.
("Lucile" Model.)

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive Chicago.

By Lady Duff Gordon

("LUCILE")

WHAT to wear when going for a walk or a shopping tour, for a call or to the Red Cross rooms to do beneficent work is a question to which the woman of taste gives thoughtful consideration. I show you here three costumes suitable for all these purposes and bracketed under the fitting title of going-out gowns.

The first, shown on the large, right hand figure, I have termed "Puck." It is especially appropriate for morning wear. Constructed of black velveteen it has the advantage of durability. The otherwise severe aspect of the one-piece frock is modified by the front panel above the waist line, and turning back of the edge of the panels and the fastening of them with buttons and buttonholes and in pocket effects. Further modification that renders it smarter is a double girdle, the upper one graduated toward the bust line and ending in the flaplike finish of the upper panel. The sleeves are long and tight. The lower sleeves are buttoned back giving the effect of a long cuff reaching nearly to the elbow. The collar, wide and moderately low, is finished by a loose curving collar of embroidery batiste. Black soutache braid is the trimming of the gown. Color relief is furnished by a scarlet satin turban with a flat, upstanding black plume.

The second, the Angelica afternoon gown, is shown by the upper left hand figure. Of olive green satin it is worn with a narrow lengthwise opening from waist line to ankle over a foundation of lace. Loops and buttons of black braid finish with narrow revers and extend down the slightly looped front. The half surplice effect of the bodice that is gathered fully at the waist line, and the gathered sleeves give an air of quaintness to the robe, enhanced by the fichu-like lace collar and the lace ruffles at the wrist. There is a flat, narrow belt at the normal waist line, of black satin ribbon, completed by a small, soft bow. The hat is of pale, gray green felt, its brim bound by scarlet silk. The chin strap and rosette are of scarlet ribbon.

To the chic suit represented by the small middle figure at the bottom of the page I have given the name "When I Get Back." It is a smart but comfortable suit of russet velvet. The coat front extends in broad ends, crossed in front in surplice style, about the high belt line as a girdle. The coat is of hipline length. A sable scarf and a sable band about the olive velvet turban strike a faintly Russian note in the harmony. The stripped plume topping the turban is black.

A Smart New Model of Russet Velvet.
("Lucile" Model.)

Going Out Dress of Black Velveteen with Novel Arrangement of Girdle, Black Soutache Braid Trims It, While Color Relief Is Furnished by a Scarlet Turban with Plumes.
("Lucile" Model.)

Comic Anecdotes Brought Back By American Negro Soldiers

They were known as "the Hell Fighters," those negro doughboys of the 369th, (old 15th New York Infantry,) whom Colonel William Hayward led in France. From all accounts they earned the title; and they brought back with them not only glory, but anecdotes filled with humor and the dialect of their race. Some of the stories they told on themselves, others were retailed by their officers.

"Would you like to be in the airplane service?" an officer asked one of the negroes while he was watching a French machine sailing overhead.

"No, Suh, not fo' mine," was the rejoinder.

"Why?" the officer persisted.

"Well, you see, ef I was up in dat dah machine an' de officer got kilt I'd have to git out an' crank up de engine, wouldn't I? I wouldn't have nothin' to stan' on."

* * *

A story often told concerns a seasick negro whose bunkie urged him to go out on deck.

"Come awn," he begged. "Dey's a ship a-passin' right now."

"Go 'way," said he of the sickbed. "Doan you bothah me until we's passin' a tree."

In one of the first trenches were 5,000 negro troops, supported at some distance in the rear by a force of whites 10,000 strong. A newly arrived negro trooper, who was visibly nervous, was being "kidded" mercilessly by his companions.

"Whut'd you do, Hennery," one of the tormentors asked, "ef ten billion o' dem bush Germans wuz to pop up outen de groun' right 'bout as close to you as nineteen is to twenty?"

"I ain't a tellin' whut I'd do," Henry answered, "but I know whut de res' o' you niggahs would do, an' I know whut de papers back home would be sayin' de nex' mawnin.' Dey'd have big headlines: 'Ten thousand white folks trampled to death.'"

* * *

One force of negroes was quartered next to a division of Moroccans, who had a perpetual feud with a regiment of Senegalese near by. The Moroccans are mulatto in color, while the Senegalese are as black as most of the members of Colonel Hayward's old regiment. This fact was really at the bottom of the feud. On one occasion Colonel Hayward wanted to send a messenger to the Moroccan commander and chose three of his own men to deliver it.

As the messengers approached the Moroccan camp the latter mistook them for the despised Senegalese. They rushed from their dugouts brandishing guns, knives and pistols, and with wild shouts warned the strangers not to come nearer. The New Yorkers beat a hasty retreat, and when Colonel Hayward demanded of one what the trouble was he replied:

"Colonel, you bettah sen' some o' dem light cullud Hahlem lounge lizahds fo' dis job. We's done!"

The Morocco division occupied the same position for months, and during that time managed to collect a large number of German marks, each coin being worth about 16 cents. The New York troops spent their energies in collecting French francs. Whenever they were able to do so they exchanged their francs for the German coin. Colonel Hayward asked one of his men why he did this.

"Why, we's gwine to spen' it in Germany, of coze," the doughboy replied. "Ain't dat whah we's a-gwine?"

* * *

A group of colored Harlemites was standing in the mess line when several German planes suddenly appeared overhead. In half a minute the line had melted to one man, the Top Sergeant.

"Is you jes plum crazy or don't you know nothin'?" the Sergeant remonstrated when the men returned.

"Well, boss," replied the courageous Sam, "heaven is a long ways from France an' I ain't no hand to go travelin' on a empty stummick."

* * *

A Lieutenant inquired of a homesick youth why he was so anxious to get back home. "Aren't you being used all right? Did you ever see such pretty girls in your life?"

"I'se bein' used all right and de French ladies is sho easy to look at," was the reply, "but my heart's jes natchally yeahnin' fo' de little O. D.. gal I lef' in Alabam.'"

(O. D. is army for olive drab.)

* * *

George Washington Johnson was rather an obstreperous patient in an English hospital.

"I don't know why it is," complained the exasperated nurse, "but you colored men give us more trouble than all the rest put together."

"Yassum," the patient agreed, "dat's jes what de Germans is a-sayin' about us."

* * *

In France the offensive "nigger" was not used in addressing the doughboys, and the French, who followed this example, had no word signifying "mulatto."

"Some of us," explained Private Bill Forshay, "was described as 'beau coup de chocolat,' an' de others wuz 'cafe au lait.'"

* * *

"What would you do if a pack of Germans suddenly came right down on top of us?" asked a Sergeant.

"Dey ain't gwine to know whar I is," replied the private.

"How's that, Sam"

"Well, you see, dey might know whar I wuz, but not whar I is."

* * *

A negro doughboy was clad in white pajamas one night when the camp was surprised by German bombers. Everybody headed for his own dugout and Sam had some distance to travel.

"What did you do?" he was asked the next morning.

"Easy," he replied. "De good Lawd has gimme de bes' cammyfladge in de world. I dropped dem pajamies right whar I stood an' made de res' o' de trip in my birfday clo'es."

* * *

On the night of armistice day a negro trooper met some hilarious Frenchmen. Next morning he was before his Captain charged with intoxication.

"Young man," scowled the Captain, "you've got a mighty good record and I'm sorry. Have you any excuse to offer for this outbreak?"

"I ain't got no 'xcuse, please Cap'n," said the culprit, "but I'se done got a good reason."

"A reason," exclaimed the Captain. "What is it?"

"Well, Cap'n, I dunno de English fo' it, but de bunch I meet las' night called it 'encore.'"

* * *

A German shell exploded one evening close to a dugout where a colored soldier was on guard. It did no damage, but a badly frightened trooper suddenly drew some dice from his pocket and threw them as far as he could.

"From now on hencefoth," he exclaimed, "I gwine lead a diffn't life."

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Health, Beauty And The Home

Eating to Keep Warm

By Mrs. Christine Frederick.

The Distinguished Authority on Household Efficiency.

THE comparison of the body to a furnace or heating plant is a common one. It has often been pointed out that just as coal or wood is used to feed a stove, so the body needs food fuel of the right kind and amount to keep it in successful operation.

What does the body do with the food fuel shoveled into it, three times a day? The first thing is to keep the internal organs working. For instance, part of the energy from food keeps the heart muscle in its wonderful work of contracting every moment.

The second big work is for food to keep the body weight up to normal if the person is an adult, or actually to build new body tissue if it is a child. The third task is to supply the wasted energy used by the body in voluntary muscular action, such as walking, talking and all kinds of mental and physical effort. And last of all, fuel is needed to enable us to resist the influence of the weather which tends to alter the body temperature.

All these reasons show why food fuel is so needed. And, naturally, one can then understand why more of the right kind of food is needed in Winter than in warmer weather.

Cold weather acts as a stimulant on the appetite. Also the colder the air taken into the lungs while breathing, the more heat is required to warm it as it passes through the lungs. In cold weather we may say that a normal person's appetite jumps 20 per cent.

Now, just as there are different grades of coal, so there are different grades of food. Light wood will not keep a furnace running so satisfactorily as large egg coal. So, too, watery vegetables and soups will not stoke the body as well as fatty meats and sugar in various forms. Fat can literally be burned in the body and is therefore the pre-eminent Winter fuel. This fat may be obtained either from meats, fish, butter, vegetable oil, nuts or other sources.

The point to remember is that far more fatty foods may safely be eaten in Winter than at other seasons. Also frying, when done rightly, is a proper method of preparing many Winter foods, because it furnishes the fat so necessary to bodily warmth.

Sugar is another food which is almost instantly absorbed into the blood and which quickly raises the body temperature. Soldiers on the march are frequently given a piece of chocolate, which consists of sugar and fat, to stimulate them. So the body can stand in Winter more things, such as sweet puddings, doughnuts, cake and syrup than it could possibly utilize in warmer weather.

The woman who has the planning of meals must appreciate the importance of stoking up in Winter. This is especially necessary if she has growing children or a husband doing muscular work. Breakfast should be made a more hearty meal. A hot cereal or fried mush with syrup, pancakes or creamed dried fish served in some of the many appetizing ways will furnish more starch, sugar and fat. Meat does not furnish heat, and it is a mistake to think the meat ration should be increased.

The feeding of children is of especial importance in Winter, when they have the additional strain of school work as well as growth and cold, to contend against. Many mothers do not know that growing children need "bulk" foods in great quantity. For instance, boiled and steamed puddings, dumplings, etc., are excellent, because they fill up the stomach and give a feeling of satisfaction in addition to their food value. In other words, even though one egg or one chop gives as much nourishment as a large plate of dumplings, the latter is preferable for the growing child because of its staying qualities.

One of the best sugars, especially for children, and one that is approved by the Food Administration, is honey. This is the purest form of sweet known. A small quantity taken in the body would create a great heat, and it is most easily assimulated.

The housewife who raises the objection that butter is high in price, when the mention is made of the increased use of fats, should understand how many other fats are available. Wonderful progress has been made in the manufacture of nut butters.

Much more of the fat of meats may be saved by care in cooking. Never burn fat or cook at too high a temperature. Many pieces of meat may be cooked in a paper bag in order to save both the juice and fat which would otherwise be wasted. The fat of soup strained and flavored with a little marjoram or sage, is delicious when added to vegetables. The fat of ham or any other fatty meat may be obtained by cutting in small pieces, placing in a pan and slowly cooking in the oven until the fat is rendered.

The true art of frying should be better understood. It means dropping the food into an inch or several inches of deep fat, heated to a high but not burning temperature.

Real frying is not done in a frying pan, but in a deep fry skillet or in a Scotch frying bowl, which is deep enough to allow even a large piece of food to be perfectly immersed in the hot fat. Never prick a piece of frying food with a fork, as this will permit the fat to seep in and cause the food to be soggy. All fried foods, such as crullers, croquettes, etc., should be dried on sheets of tissue paper, which will absorb the extra fat.

Do not forget to stoke your body furnace properly in Winter. Use the right food coal and you will be sure of being warm and having energy and strength to resist the cold.

"Do Not Despair if You Suddenly Discover That Your Hair Seems Lifeless When You Run Your Fingers Through It."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO.

Your Hair's Good Health

By Lina Cavalieri.

The Most Famous Living Beauty.

ARE you in despair because your hair does not respond readily to the brush? Does it lie lifeless under your fingers, and has your once thick, beautiful mass of hair come out so rapidly that it is now so thin you can hardly do anything with it?

Do not be alarmed. That has happened to me too often to be frightened by it any more.

With this lifeless condition of the hair I have always found two corresponding conditions of the scalp. First, the scalp is usually hot and dry. Secondly, the nightly brushing reveals dandruff—light, fine and profuse. It is a condition that must be corrected.

The first step, then, in improving your hair health is to remove the dandruff. Hair cannot thrive when that fine, light powder lies upon the scalp, obstructing its pores and preventing its growth. If necessary wash the hair once a day for a week. After that once a week should do.

If your hair persistently continues to fall out it is probably due to the lowered state of your health. Any cause that depresses or lowers the tone of the body will immediately affect the health and glossiness of the hair. This is due to lack of sufficient circulation of the blood around the hair roots, which thus fail to receive their accustomed nutrition, with the result that the hair quickly shows a lack of vigor and vitality.

To overcome this you must make an effort to build up the hair health by gently massaging the scalp every night before you retire.

In fact, less brushing and more massaging is what is needed by all heads, especially those heads on which the hair is thinning too rapidly. This does not mean that I would omit the brushing entirely. By no means. The daily brushing the last thing at night is as necessary in keeping the hair clean and free from dust as it is to give your face its daily bath.

Whenever you can, it is well to give the hair a sun and air bath. This is a wonderful tonic to dead and lusterless hair.

Let the hair rest as much as possible. Decline invitations or, if you have accepted them, cancel the engagements for a few weeks.

Whenever possible, remain in your boudoir with your hair loose and hanging. When it is necessary to be visible to the world do not put up your hair in the same old way, but wear it in a somewhat different fashion and use fewer hairpins.

To encourage the hair to grow a daily application of a good quinine mixture is a great aid. The best time to apply it is just before going to bed. Many of the quinine mixtures sold in the drug stores can be used with good effect, provided your chemist can guarantee the preparation as being absolutely pure. If that is not possible, then have the following prepared for your use: Alcohol (95 per cent), 4 ounces; quinine, 15 grains; castor oil, ½ ounce.

When your scalp feels hot it should be cooled by applications of cracked ice in an ice cap. A throbbing, feverish head is a grave menace to your hair. That is why it comes out so often after a long and lingering illness.

A well-kept head of hair does not merely happen. It is the result of fastidious care and attention.

Some Tested Cooking Recipes

Glazed Pumpkin.

CUT a firm pumpkin into strips or squares. To each piece add 1 teaspoon corn syrup, dot with butter and bake in a slow oven until tender and glazed.

New Orleans Pralines.

DISSOLVE 2 cups brown sugar in ½ cup water and cook gently until syrup candies. Add 1 cup pecan meats and stir until syrup adheres to every nut. Arrange on oiled paper in praline shaped pats.

Peanut Cookies.

MELT 2 tablespoons butterine, add ½ cup hot water and ½ cup molasses. Stir into 1⅝ cups barley flour sifted with ½ teaspoon salt, ½ teaspoon soda, 1 teaspoon ginger and ½ teaspoon cinnamon. Mix thoroughly, chill and roll out on a lightly floured board. Cut out and press about eight peanut halves on each cookie. Bake in a moderate oven.

Lemon Pie.

BREAK 1½ cups soft bread crumbs into small pieces. Add 3 tablespoons oleomargarine or butter. Pour 1 cup of boiling water over the crumbs and let stand until soft. Mix ½ cup sugar with 1½ teaspoons cornstarch, add 2 well-beaten egg yolks and 3 tablespoons lemon juice and grated zest of 1 lemon. Combine mixtures. Bake in one crust and cover with meringue.

Rice Griddle Cakes.

STIR ½ teaspoon salt and 2 cups milk into 2 cups hot cooked rice. Let cool, add 2 well-beaten egg yolks and 2 cups flour sifted with 4 teaspoons baking powder. Fold in 2 stiffly beaten egg whites. Cook as usual.

Cream Scones.

MIX and sift 2 cups flour with 2 teaspoons baking powder and ½ teaspoon salt. Work in 4 tablespoons fat, using 2 forks or tips of fingers. Beat 2 eggs until light, add ½ cup cream and stir into dry ingredients. Turn out on slightly floured board, pat and roll. Cut out with diamond shape and bake in rather quick oven.

Lettuce Soup.

PASS the outer leaves of 2 heads of lettuce and 1 small onion through the meat chopper with 1 large slice of stale bread. Then cook in a double boiler with 2 quarts scalded milk until the lettuce is very tender. Add salt, pepper and butter to taste.

Fireless Cooker Angel Cake.

BEAT whites of 6 eggs until stiff. Add gradually ¾ cup sugar and a pinch of salt. Then add ½ teaspoon vanilla and fold in gently ½ cup potato flour. Bake in fireless cooker about one hour.

Apple Slump.

WASH, pare, core and quarter 6 or 8 apples and turn into deep baking dish with 3 cups of water. Boil or bake in hot oven about 20 minutes. Add ¼ cup sugar and ¼ cup raisins and cover with a piece of short baking powder biscuit dough about ¼-inch thick. Brush with a little syrup or molasses, cover and cook about 45 minutes. Then brown in hot oven.

Braised Knuckle of Veal.

WIPE off the thick part of the knuckle and saute it until a good brown color, in a little butterine or beef or bacon drippings. Then place it in an earthenware baking dish on a bed of vegetables. Any seasonable combination of vegetables may be used. Sliced onions, diagonally sliced onions and strips of carrot are especially good. Dredge the veal with salt and pepper and a bit of flour. A teaspoon of sugar may also be used. Half cover the meat with water, cover and cook very slowly about 2½ hours. The thin part of the knuckle should be used for soup stock.

Oyster Chowder.

TRY out 4 ounces of fat salt pork over a slow fire. When fat is extracted, add 1 finely sliced onion and cook until onion is yellow and soft. Add 2 cups of boiling water and allow to simmer 20 minutes. Add 2 cups of sliced potatoes and cook until potatoes are done. Add 3 cups of scalded milk and 1 quart of oysters, and cook until oysters are plump and ruffle on the edge. Season to taste with salt and pepper.

Loganberry Sponge.

SOAK 1½ tablespoons gelatine in ¼ cup cold water. Dissolve in 1 cup boiling water; add 4 tablespoons sugar and ¾ cup loganberry juice. The flavor is improved by adding 1½ tablespoons of lemon juice. Turn into a cold mold, chill and when mixture begins to stiffen, beat vigorously with eggbeater until light and creamy. Chill again and serve with plain or whipped cream.

Cream Dressing for Fruit Salads.

IN the top of a double boiler mix 2 egg yolks with ½ teaspoon salt, dash of cayenne, ¼ teaspoon mustard and 1 tablespoon granulated sugar. Add 4 tablespoons tarragon vinegar and cook over hot (not boiling) water until thick. Then add 2 tablespoons butter, a little at a time, until all is in. Cool and fold in ¾ cup sweet or sour whipped cream just before serving.

Baked Crumb Souffle.

SOAK ½ cup stale bread crumbs in 1 cup milk until soft. Beat 4 egg yolks until very light and lemon colored and add 1¼ teaspoons salt, a dash of pepper and the softened crumbs. Fold into this mixture the stiffly beaten whites of 4 eggs. Turn into a well-greased baking dish and bake in a moderate oven.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Fruit	Oranges,	Cereal,	Prunes,	Grapefruit,	Bananas,	Baked Apples,
Cereal,	Salt Mackerel,	Sliced Bananas,	Oatmeal,	Poached	Cereal,	Oatmeal,
Graham Muffins,	Potatoes,	Quick Omelet,	Muffins,	Eggs on Toast,	Codfish Cakes,	Muffins,
Coffee.	Coffee.	Muffins,	Coffee.	Coffee.	Rice Muffins,	Coffee.
Luncheon	*Luncheon*	Coffee.	*Luncheon*	*Luncheon*	Coffee.	*Dinner*
Emergency Soup,	Beef Loaf,	*Luncheon*	Spinach Soup,	Asparagus	*Luncheon*	Grapefruit,
Italian Spaghetti,	Baked Potatoes,	Italian Bean Soup,	Salmon Timbales,	au Gratin,	Boston	Beef in Casserole,
Lettuce Salad,	Stewed Tomatoes,	Bread Sticks,	Tea Biscuits,	Lettuce Salad,	Baked Beans,	Potatoes,
Tea.	Gingerbread,	Jelly Salad,	Fruit Jelly.	French Dressing,	Brown Bread,	Glazed Onions,
Dinner	Tea.	Tea.	*Dinner*	Popovers,	Pickles,	Rice Pudding,
Beef Loaf,	*Dinner*	*Dinner*	Pot Roast	Tea.	Apple Pie.	Coffee.
Potatoes,	Onion Soup,	Baked Fish,	of Lamb,	*Dinner*	*Dinner*	*Supper*
Buttered Onions,	Roast Pork,	Potatoes,	Mashed Potatoes,	Oyster Stew,	Clear Soup,	Scalloped
Cabbage Salad,	Mashed Potatoes,	Spinach,	Asparagus,	Oyster Crackers,	Croquettes	Oysters,
Steamed Pudding,	Buttered Beets,	Dutch	Loganberry	Fruit Salad,	Tomato Sauce,	Pineapple Salad,
Hard Sauce,	Small Cakes,	Apple Cake,	Shortcake,	Coffee.	Bread Pudding,	Biscuits,
Coffee.	Coffee.	Coffee.	Coffee.		Creamy Sauce,	Cookies.

What the Doctor Advises

MY mother is a great sufferer from varicose ulcers of the legs. The removal of the varicose veins three years ago failed to cure the trouble. It is not possible for her to remain in bed to promote healing. What can be done?—M. H. B.

After healing of the ulcers elastic stockings must be worn to prevent recurrence. Perhaps you can bring about healing by strapping. Use Z O plaster one and a half inches wide. The strips of plaster must be applied evenly around the limb and extend two inches above and below the ulcer. Cut holes in the strapping opposite the ulcer to allow of the escape of the discharge. Apply a bandage evenly over the strapping from the toes to the knee. Change the bandage daily, the strapping once or twice a week. Dress the ulcer itself with an antiseptic powder like the iodide of thymol. Iodoform is the best powder to use and has anesthetic as well as antiseptic properties, but the odor is exceedingly objectionable.

FOR over a year my father, who is fifty-eight years old and has heart trouble, has been troubled by pain and burning sensations in the right side of the abdomen. Lately it has been worse and a diagnosis of chronic appendicitis has been made. Is there any cure other than an operation? Is it likely to become acute at any time? At his age and in his condition would an operation be advisable?—E. L. G.

There is no cure other than by operation. It can become acute at any time. An operation is probably advisable despite the heart trouble. If he is able to work hard the heart trouble is probably not sufficiently serious to preclude an operation. In many such cases the abdominal trouble acts as a handicap upon the heart, and when dealt with properly the working capacity of the individual is sometimes increased.

ALTHOUGH I am a boy of only thirteen and a half years of age I weigh 127 pounds and am five feet, seven inches in height. What causes this rapid growth?—A. R.

As long as your weight is fairly proportionate to your height you need not concern yourself about the rapid growth. You are evidently going to develop an exceptionally good physique.

ONE of my boys, aged three, wets the bed every night. The other boy, aged five, is restless at night, grinding his teeth and talking, and he also picks his nose until it is sore. What I want to know is whether children who seldom have candy or cake and not much of anything sweet—just plain, wholesome food—can have worms, since I understand that bed-wetting and the other symptoms mentioned may signify worms.—T. H.

It is entirely possible for your children to have worms, despite their wholesome diet. Several of the parasitic worms which infest the intestine gain access to the body through the eating of fresh vegetables, which have been infected through fertilization by sewage.

HOW can I cure a severe acne on my back and shoulders? —F. L. W.

The X-rays have been recommended for this condition. A vaccine made from the pus aids in the treatment. Locally use the following:

Ammoniated mercury ointment	1 ounce
Vaselin	1 ounce

DOES arteriosclerosis ever occur in the young, or is it exclusively met with in the aged? Is there any permanent cure for it? What would you think of the outlook for a woman of thirty with arthritis and neuritis whose origin is supposed to have been due to rheumatism and arteriosclerosis?—F. J.

Arteriosclerosis is frequently met with in the comparatively young. Osler has described cases in the twenties. Besides old age the causes are alcoholism, chronic lead poisoning, excessive muscular work, chronic Bright's disease, gout, syphilis, excessive mental strain, typhoid fever, acute rheumatism and long-continued high blood pressure caused by over-eating and lack of exercise. In some cases its progress can be stayed. The results of treatment depend much upon the cause. Even in apparently unpromising cases, such as the one cited very satisfactory results may sometimes be secured.

Beauty Questions Answered

HAVE you any objection to the use of a pillow at night? I have been told it makes wrinkles in a woman's neck. Is there any truth in this?—MRS. WM. B.

Any woman who desires to keep her neck smooth and beautiful should never use a high pillow. In fact, she will be much better off if she will be content to use no pillow at all. Because when the head rests upon the pillow the chin falls upon the breast. The muscles of the neck are thus contracted, wrinkles are formed and the muscles become flabby.

I CAN'T use glycerine on my hands because it irritates my skin. What would you suggest in its place?—IRENE.

Glycerine sometimes does burn a delicate skin very badly and acts as a strong irritant in some cases. You are yourself the best judge of its effect. It has always "agreed" well with my hands, making them soft, white and supple. However, I would advise this mixture for you to be used as a night cosmetic with loose gloves:

Rosewater	6 ounces
Honey	4 ounces
Yellow beeswax	2 ounces
Myrrh	1 ounce

WHAT is the best way to remove corns? The ones that I have are new and not deep-seated.—MURIEL.

Soak the feet from fifteen to twenty minutes in warm water, softened by a few drops of violet ammonia or of benzoin. Then bind a slice of lemon on the toes affected, tying it on securely with a bandage of white muslin. If the corn responds naturally to treatment it should be so loose after three or four applications that you can push it out by gentle friction with a towel. Never be so foolish as to use your finger nails in extracting a corn, because blood poisoning may result.

CAN you tell me of some liquid preparation I can use on my face instead of a cold cream? I am still old-fashioned enough to think that a cream makes the face too greasy.—MRS. F. S.

I have found that there are many women of the old school who still prefer a liquid preparation to any other. A well-known Kentucky belle, whose complexion was the toast of that region, declared to me once that this was her favorite of all lotions for the face:

Oil of rosemary	½ ounce
Oil of lavender	2 drams
Oil of petit grain	30 grains
Tincture of tolu	3 drams
Orange flower water	½ pint
Rectified spirits	5 ounces

HOW can I make my thin arms and legs plump enough to correspond to an otherwise rather well-developed body?—BERTHA.

There are two methods that are practicable. One is to rub lanolin or olive oil into the skin every night before retiring. The other is a regular series of developing exercises that must be faithfully practiced to have any effect. To develop the arms, twirl them in large circles at the side and hold them straight from the shoulders, in addition to lifting dumbbells in the usual way. For enlarging the muscles of the legs practice a similar exercise from the hips, swinging the legs in large free circles. Running in place with the movement of a trotting horse is also valuable.

I HAVE a very dark, sallow-looking complexion, and would like to know how it can be improved.—C. J. P.

You can improve your complexion by taking the right kind of food. Eat only bread made of graham or whole wheat flour and toasted. You should also take the vegetable soups, fresh fish, oysters and white meats, such as the breast of chicken. For you celery, lettuce, cucumber, cabbages, young peas, string beans, spinach and all other vegetables containing much water are excellent. Juicy fruits, such as oranges, lemons, apricots, cranberries, pears and peaches will help to improve the tone of your complexion, particularly if taken stewed or baked.

ALTHOUGH I have no dandruff and keep my scalp scrupulously clean my hair is coming out so rapidly that I am afraid I will soon be completely bald. What should I do?—A. C. B.

As a corrective for falling hair I consider the following remedy of great value:

Oil of sweet almonds	2 ounces
Alcohol	2 gills
Aqua ammonia	2 ounces
Rum or whiskey	4 ounces
Gum camphor	¼ ounce

Shake thoroughly before using and rub carefully into the scalp.

I WAS once considered very good looking, but lately I have become exceedingly nervous and irritable, and this has chiselled some fine lines in my face that I would like to remove. —MRS. A. W.

Massage your face faithfully every night with a good cold cream. Use a rotary motion of the first two fingers of each hand. Nervousness in any of its many forms is a sworn foe to feminine beauty. Seek out the cause in your case and do your best to remove it.

The Newest Models From Paris

(*New York Tribune*)

New York, March 23.—Exaggeration always has been the very essence of fashion. Women will adventure in clothes. This exaggeration usually is obtained by accentuating some portion of the human body, just as hoopskirts accentuated the slim slenderness of the waist. In the days of our now far-off Civil War Mrs. Lincoln and the wife of General Grant walked abroad with wide, swaying skirts. So full were they that the waist took on a waspslike appearance. Then there came a time when breadth was given to the shoulders by an absurdly large sleeve that puffed stiffly out at the top. Du Maurier ever depicted his lovely ladies walking in Hyde Park with huge puffs atop of their shapely arms. Now it seems the aim of Parisienne designers is to create a back-to-nature campaign. With French women wearing skirts that end halfway between the knee and ankle, evening gowns cut practically to the waist line in the back and afternoon frocks with the short sleeves of the 1830 period—and many of them absolutely sleeveless—the question is not altogether how we are going to dress, but are we about to undress?

We here in this country are in the very thick of the semi-annual discussion of the silhouette—the length of skirts, the depth and outline of the decolletege and how we shall trim or untrim our hats. Paris has had her openings, and our American buyers have returned, bringing to us the best models from the varied collections shown by the great French houses. These dazzle with their splendor. Of metal tissus and spangles, they sparkle and scintillate, apparently vying with one another to offset the somber garb of war time.

With the war's ending France evidently expected American women to burst into wild extravagance. It is doubtful, however, if the showy, spangled and embroidered dresses displayed by the Paris designers will be adopted by our American women for this summer's wear. We in this country like simple models. Then too, the exorbitant prices charged by the French dressmarkers made the purchasing of models almost prohibitive. Consequently we may not expect any price reductions in clothes for some time to come. But it will not be for long, for the poilus of France are returning to work. The looms at Lyons and St. Etienne are again busily whirring and new weaves of silks and other fabrics are being made for the wide, feminine world.

Many of these startling models owe their existence to a new couturiere who has come into prominence in Paris. She is Madame Renee, formerly the premiere at the house of Premet. Buyers who reviewed the collection at the February openings were amazed at the clothes exhibited by this clever creator. Her costumes showed a distinctive freshness and a touch that was different and new.

The Short Skirt Advances Stealthily Upon Us

At this moment there is with us a great uncertainty about the length of skirts. The dictum of Paris is for short ones; very short ones. All the French houses stand sponsor to them and we in America believe that the short skirt is advancing upon us again—stealthily, step by step—although its ultimate fate here still hesitantly hangs in the balance. One of the most difficult clothes questions we have to settle is what compromise shall we make between the skirt measuring from twelve to sixteen inches from the floor, which the Parisienne is wearing, and the long skirt of purely American origin. There is no doubt about it, French models cannot be altered to meet the demand for a skirt so much longer without material change of the original lines and much of the style being completely lost by this change.

Some of the evening gowns at the recent openings had the skirts draped so as to show the leg almost to the knee, and the shortness at the front and side accentuated by a train. One clever designer has done some very interesting things with her skirts. She has given an appearance of length by putting transparent laces and embroideries at the bottom of the skirt. She then makes the underskirt several inches shorter than the outside, thereby silhouetting the legs. After accomplishing this on a lot of her evening gowns prepared for the post-Lenten season, she is using the same treatment on lingerie frocks. For the trousseau of an Easter bride she has made a sheer lingerie frock of old lace and rare embroidery, ivory in tone. The petticoat is of pale pink satin with a knee-deep flounce of navy blue chiffon. This gives the desired background at which the designer is aiming. The effect is as fascinating as it is original.

The Abbreviated Sleeve—An Echo Of 1830

No wonder the makers of clothes have at last turned their attention to sleeves! No part of the dress allows freer play to one's creative fancy. In 1830 dressmakers went quite mad over sleeves and cut up all sorts of insane antics with them. And, since this is the period from which the new short sleeve takes its inspiration and marks the difference between this year's frock and last, we may expect present day modistes to do things equally as amusing. That there was method in the madness of these oldtime dressmakers is attested by the beautiful effects obtained. We see this in every old daguerreotype and oil portrait of that day. What is lovelier for sheer fabrics than these abbreviated sleeves that belong to a period when women dressed more picturesquely than they do now?

There is little doubt that the short sleeve has come to stay. It will remain for the summer, at least. There are few gowns or blouses shown at the openings that do not have short sleeves, and some of them none. Even suits have three-quarter length sleeves, permitting the hands to be carefully gloved. Martial et Armand send us an afternoon gown of beige colored crepe de chine literally covered with silken embroidery in the same tone. Very short is the crepe de chine skirt, but beneath the hem is set a band of lavender and silver tissue, to fall several inches below the skirt. This tissue is very loosely woven and quite rough in texture. It is very different from the metal cloth of other seasons, and combines more pleasingly with plain materials than did its predecessor. A lavender and silver ribbon of the same curious and artistic weave threads its way through coarse silk threads, forming a narrow belt tying at either side. This gown has not even a suggestion of a sleeve of any sort. The shoulder seam has been permitted to lengthen itself just a very little, possibly perhaps as a bit of apology.

No French woman hesitates to top her sleeveless and gloveless costume by a hat. The one worn with the frock described above has just been sent to us from Legroux, Soeurs, of Paris. Black net is its foundation, with narrow bands of tuscan straw sewn around both crown and brim. A wreath of laurel leaves is its trimming. Laurel is used to trim many of the new Paris hats, perhaps as a symbol of victory.

A frock that has gathered into itself about all the modish features possible in one model is created by Doeuillet. Old-fashioned homespun, corbeau blue in color, is the material of which it is composed. It is loose and slender of silhouette and narrow of skirt. Much is made of the flat belting braid trimming which is laced through drawn threads of the homespun. Two widths of the belting are used. White cotton fringe, quite heavy and of inch width—in fact, just like the fringe that bedspreads were bordered with in Colonial days—is used as a trimming on the undersleeves and little square chemisette of white mull. This use of white cotton fringe is a new note and different. It offers many suggestions for adorning summer frocks, both of linen and cotton materials.

The Overblouse Has Many Versions

French women are wearing the overblouse in each of its many versions. There are some that end at the waist line in the back and are finished to go over the skirt with an inch-wide ribbon of unusual weave and usually in contrasting color. After finishing the back of the blouse these colorful ribbons slip through loops made by buttonhole stitching to tie over the apron front. The fronts of many of these short-back blouses take their inspiration from the waistcoat of the past winter.

Organdie overblouses are very smart. They have apron fronts and coquettish little sashes of the material edged with real lace. These new organdie blouses could be combined with separate skirts of organdie to make an attractive summer frock.

The late imports of blouses almost invariably feature the short sleeve, usually cut on kimono lines or set into a very loose armhole.

The fastening of the blouse appears to be a movable thing. It may close on one shoulder or on both, in the back, in the front, or it may not fasten at all, merely slipped on over the head. The frivolous one of white organdie makes no pretence of a fastening of any sort, although it closes in the back. Either side of this closing is turned over like a little cuff, which is lace-edged. A saucy little sash wraps around the body, so as to control a closing of the blouse, and after performing this essential feat, to be entirely feminine, it ties itself coquettishly in the back.

Women do not need to lay aside their knitting with the end of the war. Instead of helmets and socks they may knit strips of mercerised cotton. These strips are joined together with fagoting and set in the front of their blouses.

In the advance guard of summer clothes are distinctive gowns of black satin with a cape to match. Very often satin of another color is combined with black to make the frock. One of our American designers has thought of putting a richly embroidered tunic of Chinese blue on a black satin dress and lining the cape with Chinese blue chiffon. Further evidence of the Oriental inspiration of this costume is seen in the cape collar, ending in a scarf, which may be wound around the chin.

Suzanne Talbot makes a small hat of dull blue silk embroidered in fine threads of glazed black straw. The contrast between the dull and shiny material is decided. It is equally charming. Strands of straw fine as silken threads are used for the embroidery. While such a hat appears very simple, it is of a costly simplicity because of the difficulty in making it. The work of weaving the design cannot be done by a milliner, but must be given over to expert embroiderers. And even they find that threads of straw are much more difficult than those of silk to employ in needlework. No trimming other than the embroidery is used on these hats. Since the embroidery is both beautiful and elaborate, nothing else is needed.

Latest Shaw Play, Again A War Satire, Is Disliked By Critics

Bernard Shaw has written another play, again a war satire. It lampoons the official and military caste in war time. The play, "Augustus Does His Bit," has just been put on in New York and it has been taken to task somewhat. Shaw's plays generally are by the critics. The following is the comment of Heywood Broun, dramatic critic of the New York Tribune.

It is hard to understand why Shaw has not done better in "Augustus Does His Bit." A play making fun of the army would seem to be in the very center of his alley. Our impression was that the play failed because of a quality rare in Shaw. It is not fair. As a rule Shaw never touches a character without making out the best possible case for him. He will override all realities to do this and equip a dustman with a complete outfit of Shavian logic to confound all who look down on him. Since Shaw is able to argue on any side he has a habit of leaping from one person to another. He will lead his audience to think that some individual in the play has an impregnable position, only to desert him and smash down the defences in favor of some one of his other creations. Perhaps the finest example occurs in "Mrs. Warren's Profession," when the play has progressed to a point where it seems as if nothing can possibly be said for the woman. Then, suddenly, she turns and, instead of defending herself against her daughter, strikes out with great fury and skill and remains, at least, the master of an act.

Shaw has done one blood cousin to Agustus in Brittanicus of "Caesar and Cleopatra;" but even Brittanicus, although almost pure caricature, is allowed a rather engaging scene, in which he shows his courage and loyalty to Caesar. But Shaw will say nothing in defense of that class of officers which he typifies in Augustus. Personally, we doubt very much if there is such a class. The type which Shaw describes is not only underheaded, but a shirker, as well. This is not usually the case in armies. Wherever you find a dunderheaded officer you almost invariably find a prodigious worker. In nine cases out of ten he is enormously sincere and passionate in his devotion to duty. That, after all, is the tragedy of dunderheadedness. The greater the effort the worse is the muddle. It is a bit unfair to assail a man on the twin grounds of being incompetent and a shirker as well. If a man is thoroughly incompetent, the less work he does the better.

Shaw's taste has been assailed, because in "Augustus Does His Bit", he uses some of the heroic formulae for comic effect. Thus, the strutting officer is always telling people that they must do this or mustn't do that, because "our brave boys at the front are dying in the trenches." It seems to us that it is eminently fair that Shaw should do this. After all, the sentimental war playwrights have had their turn with all the formulae, and it seems no more than just that a satirist should have a chance. No formula is worthy keeping as a permanent slogan until it has first been subjected to the search of satire. Only in this way can the true be distinguished from the false. In gently ridiculing some of the catchwords by which nations lived during the war, Shaw is engaged in an essential occupation. Catchwords may be true when first uttered and remain true until said seventy times seven and then begin to disintegrate. They rub like coins and finally people toss them about with no thought of the meaning or the significance of the inscription which they bear. "To make the world safe for democracy" was a fine phrase and, within certain domestic limitations, a true one, but do many people feel today that it means as much as it did? The fault is not in the phrase, but in the fearfully stress and strain to which it has been put. In ridiculing certain phrases Shaw is doing no more than to examine them as to their present worth and fitness.

It isn't his general intention which falls short so much as his method. There is precious little bite to the lines of the new one-act trifle, and a good many plays to the easy laugh. We think that some of our lesser playwrights might be encouraged to observe that Shaw himself is not above the joke about the bullet which strikes a man's head and is badly dented. Not having seen the play in type we do not know whether it was Shaw or the actor who thought up the comic possibilities of tripping over a sword or trying to sit down on top of it.

It is to be hoped that Shaw will do another play along the lines of "Augustus Does His Bit," but do it a great deal better. Certainly, there should be a very legitimate field for army satire after the war. There are a few persons in this country who are disposed to look at anything pertaining to the army as sacred. That is a dangerous point of view, and the sooner a Shaw or anybody else can knock it out of us all the better.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to the desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outercuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeard to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artificial color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.

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AUTOMOBILES

SHANGHAI, SUNDAY, MAY 4, 1919

Auto Engine Needs Careful Attention With Lubrication

Construction So Simple No Owner Should Be Ignorant Of Parts; Cleansing Urged To Prevent Wear

Ignition applied at the right time to a compressed combustible mixture within the cylinder of a gas engine will start it going, but to keep it going more than a minute or two several other things are required, and one of these is lubrication, writes a New York expert. Without it the friction between piston and cylinder wall would quickly wear out the parts, so much heat would be developed that the expanding parts would seize, or there would be pre-ignition, while when cold it would be difficult to obtain good compression, since the oil not alone lubricates, but seals the space between piston and cylinder.

The lubrication of the automobile engine is simple, and there is no excuse for an owner being in ignorance of its principles. On the average type there is a space provided in the bottom of the crank case which carries about a gallon of oil and there is a convenient filler opening through which to pour the oil. There is a pump geared to the engine, which operates whenever the engine is run, which pumps the oil from the bottom of the case, or sump, into a small pan or trough underneath each connecting rod. Usually in this process the oil passes through a device located where it may be seen easily by the driver, so that he may know whether the oil is being circulated.

Plentiful Supply Assured

The troughs beneath the connecting rods are arranged so that the oil overflows when it has reached a certain level; this method of pumping more oil than is needed insures a plentiful supply. The lower end of the connecting rod is furnished with a small scoop or other device for picking up the right amount of oil and splashing it around inside the engine. This action also creates a fog of oil, which deposits a film of the lubricant upon parts which would not be reached by the direct splash.

Practically all of the working parts of the engine which require lubrication are located under the crank case or in passages which open into it, and practically all engine lubrication is taken care of by this system. It can be relied upon to give good results, provided oil is kept in the case and the latter is cleaned out at regular intervals. In order to maintain a proper level in the sump it is necessary to add oil frequently, and at the end of each 1,000 miles all oil should be drained out.

Wash With Kerosene

The crank should then be washed out thoroughly with kerosene and new oil be put in. This renewal is necessary for these reasons: Part of the gasoline taken into the combustion chamber is forced past the piston ring on the compression stroke in the form of a vapor. When this reaches the crank case it is recondensed into gasoline and mixes with the oil, thinning it finally to a point where it has little lubricating value. If allowed to continue for any length of time the engine would be running with gasoline as its lubricant. Also there is some wear of the parts, which means the grinding off of fine particles of the metal to mix the oil and be fed back into the bearings and make them wear more rapidly. Hard carbon forms on the inside of the piston head and drops into the oil, the effect of which is obvious.

To clean the lubricating system, remove the plug from the bottom of the crank case and drain out all the oil. Clean the screen at the pump and replace it, and also the plug, and then pour in about two quarts of kerosene through the filler opening. Turn the engine over with the selfstarter, or under its own power, for not more than thirty seconds, and this will wash all parts. Drain out the kerosene, and with the plug open run through another quart of kerosene, following by a pint of lubricating oil to force out the last of the kerosene. Then replace the plug and refill with new oil to the proper level.

Use Old Oil Again

It is not advisable to use the old oil again, even though it is carefully screened, as its lubricating qualities have been destroyed to a certain extent. Some persons recommend filtering the old oil and using it over in mixture with new oil, but I cannot recommend this. Oil is expensive, but it also is expensive to replace bearings, and the best oil is none too good."

Parts not taken care of by the lubricating system are the fan, which requires a few drops of oil every 100 miles, or turning down the grease cup where one is provided. In some cases the timing gears are located in a separate chamber and require separate lubrication. Heavy oil is preferable in this case. It should be inspected every 500 miles and oil replenished as needed. Very often the water pump shaft will be provided with a grease cup, which should be filled with a heavy grease and be turned down every 100 miles. The ignition timer needs a few drops of oil every 500 miles, and the electric generator and starting motor require the same attention.

Attention To Steering Gear

Where overhead valves are used it is necessary to supply a few drops of oil or turn down the grease cups on the rocker arms every 100 miles, unless automatic lubrication is provided. The ignition advance linkage and throttle linkage each require a few drops of oil on their bearings every 500 miles.

Although it is not a part of the engine, the steering gear is located under the hood with the engine and requires attention every 1,000 miles.

None of these operations is difficult for the average owner, and while cleaning out the crank case sometimes is a dirty job, and calls for old clothes when getting under to take out and replace the plug, yet every little job of this kind increases the understanding of and appreciation of the fine piece of machinery under the hood and leads to more intelligent care. Attention paid to the lubricant and the lubricating systems prevents many troubles and adds life to the car.

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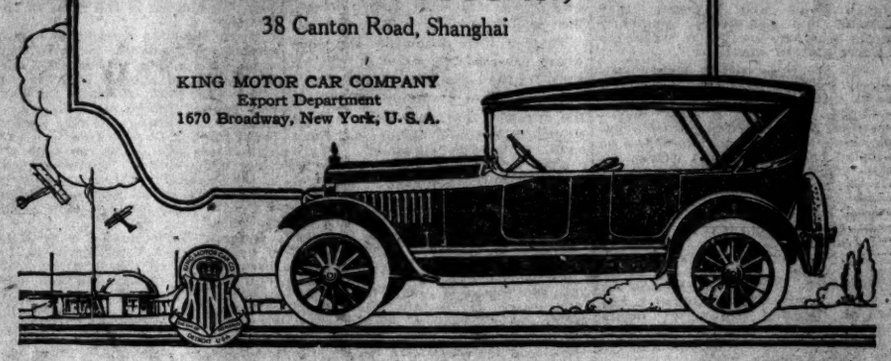

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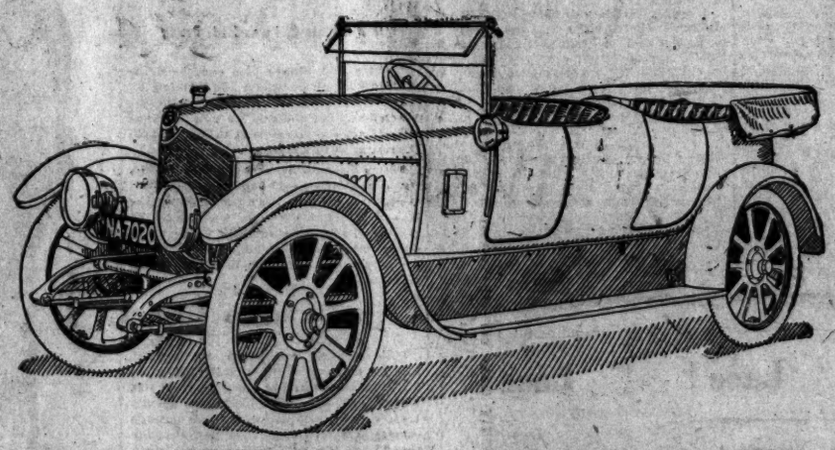

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By H. A. Tarantous
(*In Motor*)

In these days of advanced automobile engineering it is lamentable to hear the frequent complains regarding misfiring, loss of power, fouling of spark plugs, rapid carbonisation, and so on, resulting from unsatisfactory joints made between pistons and cylinders. If we are to use as an index of conditions generally the word of the owner who takes the trouble to write and ask about his engine's faults, we must come to the disappointing conclusion that about one owner in six owns an "oil pumper." However correct this figure may be, the situation is one which is more serious than most of us imagine and far too little has been done in the right direction to reduce the number of such complains. When piston rings do not fit properly they cannot be expected to effectively pack the piston so as to prevent the leakage of mixture downward and oil upward. Upon the piston rings falls the work of making an effective moving joint, a gastight and oiltight connection between the piston and the cylinder wall. When one considers the work done by the piston rings, it is easy to see how, if inaccuracies in fitting are permitted, the whole state of being of the engine is affected. Yet it is possible to get piston rings so to fit that they will not allow the escapage of any appreciable amount of mixture, nor permit undue amounts of oil to work into the combustion chamber and at the same time cause a minimum of wear to themselves and the cylinder walls.

In order to get a correct understanding of the fundamentals behinds the fitting of piston rings it is necessary to go into some detail as to the work done by these very important little rings of metal, showing at the same time some common fallacies with respect to the curing of habitual oil pumpers.

The pistons with their rings move up and down in the cylinders. On the down stroke the piston creates a vacuum above it and the worth of this vacuum is to a great extent dependent upon the fit of the piston rings, just as the fit of an ordinary syringe piston determines the amount of liquid the syringe draws into its body. If the syringe piston is loose a reduced quantity of water gurgles into the syringe body because of the poor vacuum created. In an engine cylinder the same thing holds true. If, as the piston descends, oil and air in quantity are allowed to get past the rings and into the space above the piston the degree of filling with explosive mixture is not so effective. That means, to begin with, that the volume of mixture to be compressed is unnecessarily reduced and being reduced in quantity there is at once a reduction in power from that cause alone.

With much room around the pistons and rings and a vacuum above the pistons for the oil to attempt to fill, the lubricant gets where it shouldn't be in quantity. A little isn't harmful—in fact, it is difficult to prevent it from getting into the chamber—but too much of it means fouling of spark plugs, rapid carbonisation and all its attendant ills. Another point that should be considered here relates to the quantity of oil used. Even if there is little leakage, if you use far too much oil, it is easy to see that more of it gets onto the cylinder walls and pistons; therefore more may leak past into the combustion chamber.

On the compression stroke the mixture must be squeezed into the small space called the combustion chamber. Assuming that there is no leakage due to poorly seating valves and that other joints in the cylinder head are tight, the mixture compressed to 60, 70 or even 90 pounds can quite as easily burst past the leaky piston rings, or the poor joint between them and the cylinders.

When your engine has poor compression (you take hold of the crank handle and rock it back and forth for each cylinder and meet with little resistance) just think of the piston going up trying to compress a volume of mixture and at the same time think how easy it is for that mixture to literally shoot past between pistons and cylinder walls into the crankcase when the piston-to-cylinder joint is poor. It is because of the reduction of volume that you can turn the engine over so easily. Of course, the valves may allow the leakage, so can leaks in the cylinder head or valve plugs, but I am assuming these are good joints.

If you will carry this in your mind you will see that the impoverished charge now has an opportunity to become still less in volume at the moment of compression, so that the poor joints do double harm. At the instant of explosion some 500 to 700 pounds pressure exists, and it is easy to see how that great pressure of gas can easily work past poor joints, especially at the instant the pressure is highest. That is just when you need it most. It leaks past the pistons and rings, gets into the crankcase and out through the crankcase breather. It comes out in the form of smoke because of a volume of oil carried into the combustion chamber. With the mixture and with the burning oil there usually comes some raw fuel and water. Both of these in liquid form naturally drop into the oil reservoir and there you have contaminated oil, which means inefficient lubrication, which in turn means additional wear on the engine parts. Of course, if the joint that the piston rings make is fairly good and the proper grade of oil is used, the oil acts as a seal, but where the oil is too light in body it cannot maintain a seal under any sort of pressure, with the result that it is blown away. If it does that only once in each cycle it means that for a fraction of a second metal parts are in contact and that means rapid wear in time. The oil acts as a seal, just as water does in a syringe or in the old town pump. You prime the pump to make a seal, you give the syringe a few strokes to get some liquid around it to make a seal, also to swell it. When the piston is dry it fits loosely and won't "suck up" any liquid.

Even on the exhaust stroke there is opportunity for leakage, though the greater part of burning oil, unburned gasoline and mixture gets into the crankcase when the pressure is higher on the explosion stroke.

Notice that in the foregoing we referred both to leaky piston rings and also to poor joints between piston and cylinder in a fashion to make them different conditions. In a sense they are, but they may not be caused by the same thing. If the cylinders are badly worn, if they are oval or if they are pitted and have tiny depressions in them, it means leakage will occur. Not only that, but if the cylinder wears it allows the rings to stretch or spread out more and that means there is a greater opportunity for leakage around the rings. If they in turn do not fit well to begin with the situation is further complicated.

The work of fitting rings divides itself into two parts:

Fitting the ring to the cylinder and fitting the ring to the piston.

The first step is to fix the end clearance. The ends of the ring must have a space to allow for expansion, because the piston ring gets very hot. This space in diagonally split rings usually is 1-32 inch, but it varies in different engines. The best plan is to look in the car maker's instruction book or ask the dealer for the ring clearance. This clearance is checked by placing the ring inside the cylinder and measuring with a thickness gauge, the clearance at the ends. If the clearance is not enough the ends must be filed to correct this. After the end clearance is correct spread a little red lead over the outside surface of the ring and again insert it in the cylinder. Move the ring up and down a few times, full stroke. When removed the high spots will be shiny. File the high spots with a fine file.

Naturally, in order to fit new rings to a piston, the old ones must be removed. This may be done by using a ring spreader, or as commonly performed by sliding the rings out one at a time over skids made of an old saw blade. The top ring is first removed. This is done by pushing on one side of the ring so that one of the skids may be inserted back of the ring on the other side. Slide this skid around to a convenient position and force another skid behind the ring and then a third. Space the skids equally around the pistons. The ring may then be slid over the skids. The same performance is repeated for the other rings.

Before any ring fitting is done it is necessary to prepare the piston and grooves for the new rings. To begin with, the piston must be perfectly

(Continued on Page 11)

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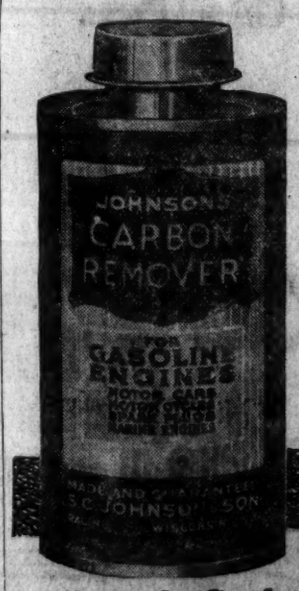

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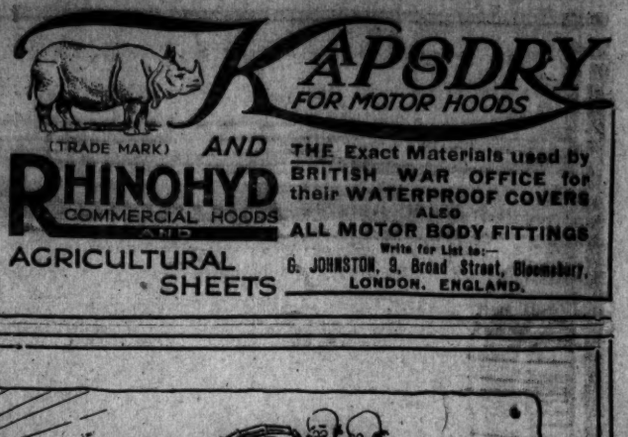

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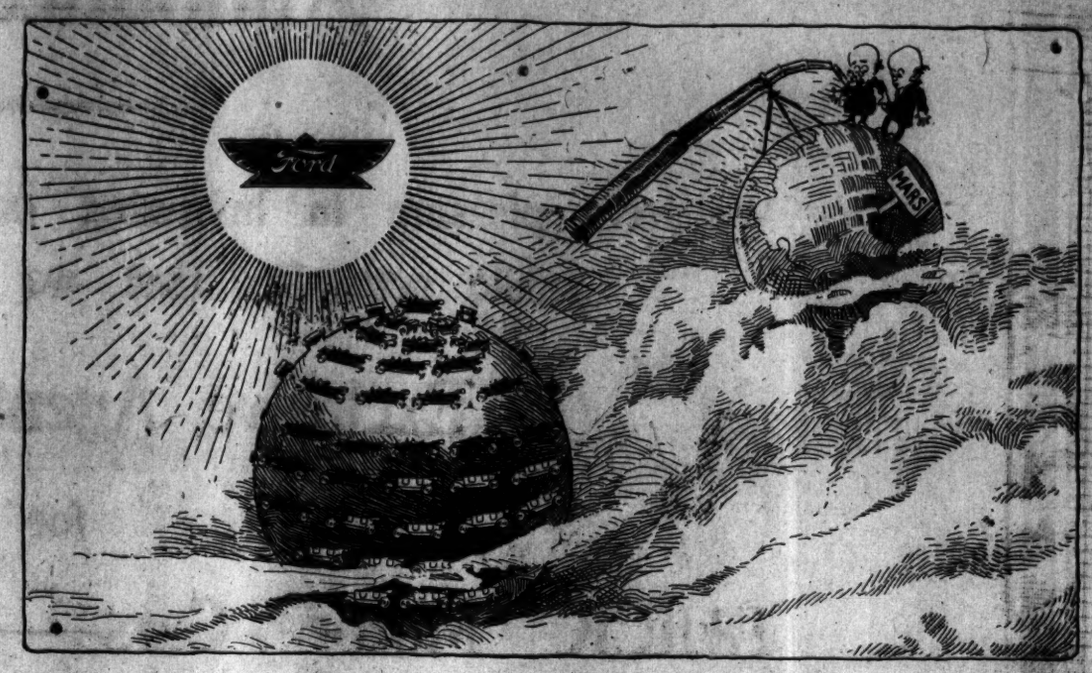

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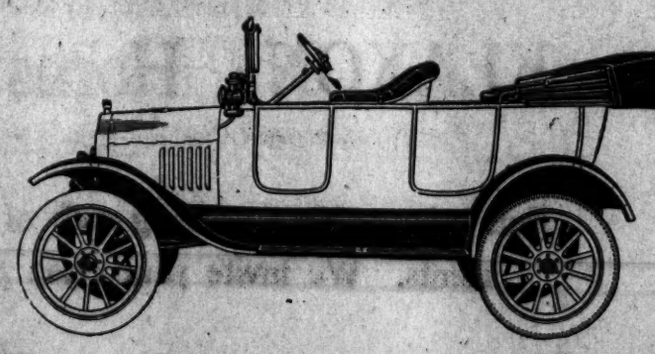

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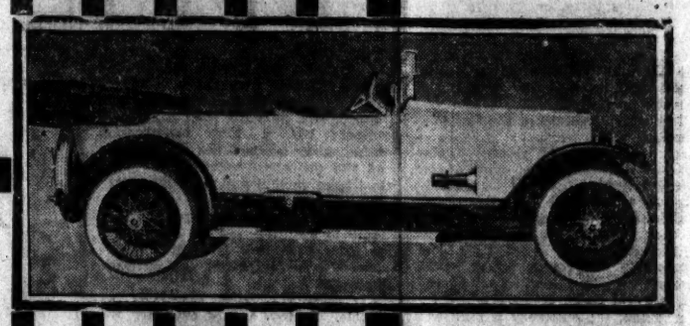

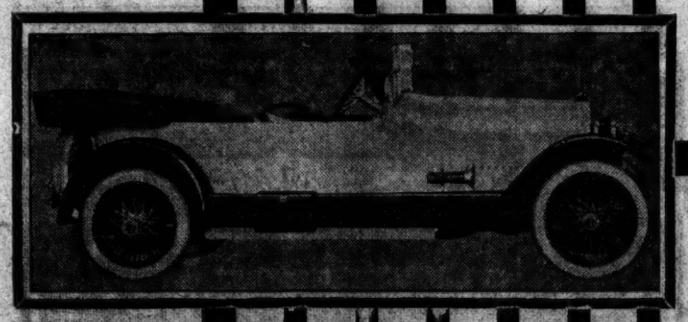

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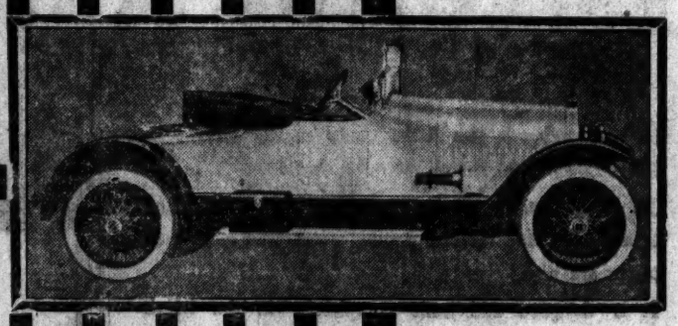

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Are Present Engine Types Wrong? Expert Queries

A Plea For The Constant Pressure Cycle On Grounds Existing Machines Are Wasteful

By C. E. Sargent
(*Chief Engineer Mid-West Engine Co.*)

The gasoline engine of today, whether in the heavens above, on the earth, or on the waters, is a most remarkable creation—remarkable for its reliability, in that it can be successfully operated by millions from the different walks of life, and, in that it is the most powerful prime mover per unit of weight that has ever been built; without which the late titanic struggle would not have been a war of engineers.

Conceived when there was but a limited demand for volatile hydrocarbons, its development has been along mechanical rather than thermodynamical lines; therefore, today, we have an engine practically perfect in material, workmanship and mechanical design, but nearly as wasteful of fuel as the day it was born.

The inefficiency of the gasoline engine was of minor importance when the automobile was a luxury of the well-to-do and engine fuel a by-product of the refinery, but now with internal combustion engines indispensable in the commercial world, every available heat unit must be utilised.

For every ten gallons of gasoline put into the fuel tank of the average automobile, one is converted into useful work and nine are wasted heating the cooling water and surrounding air; yet, on account of the limitations of its cycle, we can never expect any radical increase in efficiency from this type of prime mover.

The power of any internal combustion engine comes from the increased pressure of the compressed gases due to the heat of chemical action started by ignition. The first gas engine fired a mixture at atmospheric pressure, but the modern automobile engine, with five times the absolute compression, will develop a B. H. P. on one-sixth as much gasoline.

The greater the compression before ignition, the greater the initial and mean effective pressure and the less the cooling surface per unit of heat; therefore less heat will pass to the jacket and more will be turned into useful work. Efficiency then increases with compression; but, as the standard engine compresses a combustible mixture, the compression must be less than that of premature ignition; hence the limited compression prevents a further increased efficiency in this line.

The most economical load on an engine of this type is when a cylinder full of mixture is compressed, ignited, and the burning charge is released while occupying less volume than the volume of the mixture before compression.

The reason the exhaust value is opened before the piston reaches the end of the stroke, causing an early release, is that the pressure within is so great that it must be let out before the beginning of the scavenging stroke to prevent back pressure.

It is standard practice to begin to compress a mixture at a temperature of about 150 degrees F., and to release it after combustion at a temperature of 1,500 F., permitting 40 percent of the available heat units to pass into the exhaust.

A locomotive, carrying steam full stroke, would be no more inefficient than the present internal-combustion engine, releasing the burning mixture at 40 pounds absolute pressure with its accompanying, though usually muffled "bark." Expansion of the working medium in a prime mover using steam is necessary for commercial success, yet, in the automobile engine of today there can be no expansion of the medium at full load; therefore only a low efficiency can be realised. The absence, then, of expansion of the working charge to greater volume than that compressed is another reason for inefficiency in the present automotive engine.

If engines of the type under consideration were run at full load the greater part of the time, as are airplane and some tractor and marine engines, a higher efficiency than 10 percent might be maintained, but when the speed is controlled by throttling, as on all automobiles, efficiency is greatly reduced. Throttling the inlet to decrease the speed or load not only reduces the volume induced, but lowers the compression so conducive to efficiency, and introduces an absolute pressure in the intake manifold lower than in the crankcase, the braking effect of which requires many heat units to overcome. An idling engine at the curb uses as much fuel as if it were driving the car twenty miles per hour.

The fundamental characteristics, then, of the present internal combustion engine which prevent a higher efficiency are the limited compression, lack of expansion, and the wasteful method of reducing the power and speed when developing less than maximum load. These characteristics are indigenous to millions of engines now in operation, causing a loss of hundreds of millions of gallons of gasoline. Engine efficiency will not be increased until they are supplanted by characteristics of unlimited compression, a reasonable expansion and no inlet manifold rarefaction.

If, instead of introducing a combustible mixture which necessitates a low compression, we compress air sufficiently high to ignite a liquid fuel when introduced, we not only eliminate the possibility of premature ignition, but increase the thermal efficiency with the increased compression and dispense with a complicated electrical ignition system, the source of more than forty percent of the engine troubles now extant. Such a prime mover would have a constant and maximum compression under all conditions of speed and load irrespective of the amount of fuel introduced or the M. E. P. developed.

With such a cycle both the inefficiencies of low compression and back pressure are wiped out. The most efficient and desired compression is about 500 pounds, the heat of which is sufficient to ignite the fuel when introduced, yet not high enough to cause excessive heat absorption by the water jacket.

On account of the absence of cylinder condensation, expansion in the single cylinder of an internal combustion engine is more efficient and far more simple than if compound cylinders are used.

If two-thirds of a cylinder full of pure air is raised to the pressure and temperature required to fire the fuel the burning gases will turn 25 percent more heat into work if allowed to expand to the cylinder volume before release. An engine operating on such a cycle, in which the volume of the gases released is 50 percent more than the volume compressed, will weigh slightly more per horse-power output but on account of using less fuel it will, even with added weight, drive an airplane farther with the same fuel supply.

A constant-compression engine of the type described will burn any grade of hydrocarbon, and, as fuel oil costs less than one-third the price of gasoline, such an engine seems the realisation of our anticipation. Single cylinder engines of this type have been in successful operation for years and constant-compression automobile engines, though in the experimental stages, are in operation, showing the efficiencies which are impossible with our present type.

The mechanical construction of constant-compression engines is similar to that of engines of the type now in general use. There is no difference in the design and none in the timing of the air and exhaust valves, except when the efficiency of complete expansion is desired.

Thoroughly atomising the fuel is the element which insures success. In large stationary and marine engines air at about twice the pressure of compression sprays the fuel into the hot combustion chamber so successfully that hardly a trace of smoke is visible in the exhaust. In smaller engines oil is forced into the heated air in the combustion chamber by a pump through spraying nozzles, and, while this method there is usually more or less smoke, the efficiency is high even though a small amount of unburnt fuel goes out with the exhaust.

A method developed by the author some years ago was to use a small auxiliary piston to force residual gases under maximum compression through a pocket of fuel just as the piston started on its working stroke.

In the simplest, though not necessarily the most efficient, part of the fuel drawn into a small pocket by suction and ignited by the hot available oxygen passing through a small port develops a pressure which drives all the fuel into the combustion chamber during the working stroke.

Complete expansion is obtained by closing the inlet valve when the piston has moved one-third of the compression stroke and opening the exhaust about 170 degrees of working stroke at which point the terminal pressure is but a few pounds above atmospheric and the temperature of the exhaust gases 1,000 dregrees F. cooler than the exhaust from a full-loaded engine of the usual type.

The speed and load of constant compression engines depend on the amount of liquid fuel delivered to the combustion chamber, and as it occupies but about one eight-thousandth of the volume of the air compressed the mechanical work of injecting it is infinitesimal.

The mean effective pressure in a complete expansion engine of this type varies from a negative quantity, caused by the loss of heat to the cylinder walls when too small a quantity of fuel is supplied, to as high as seventy-five pounds when the combustible mixture at atmospheric pressure has at least eighty B. T. U. per cubic foot.

While the compression in such a cycle is constant for any load, the initial pressure with proper timing should not exceed that of compression; therefore the initial strains are seldom greater than those of the prevailing gasoline engine when sufficiently overloated, to cause premature ignition.

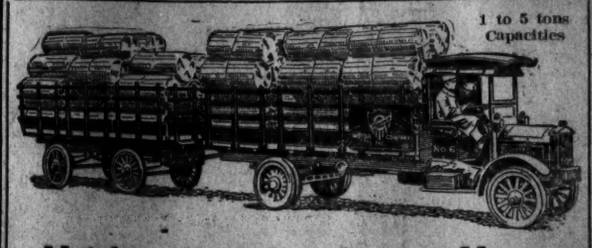
As high compression is necessary for successful operation, leaky valves or piston rings put such an engine out of commission.

On general principles a self-ignition engine without accessories such as spark plugs, magnetos and carburetors requires less atention than engines so equipped, but a high compression engine, on account of the compression and the excessive bearing pressure must have careful and constant attention.

Familiarity with this type of prime mover is acquired rapidly as the intricacies of electric ignition and the carburetor adjustments are entirely eliminated.

The more economical engine is inevitable. In this age of efficiency we will not put up with a 90 percent waste if only 80 percent is possible, and, in the writer's opinion, a 25 percent thermal efficiency with average loads and a 30 percent efficiency at full load is not only possible, but will soon be obtained and demonstrated in the commercial world.

With such a goal to strive for, and with such commercial accomplishment in sight, engines with double the thermal efficiency of the present type are as sure to follow as the day the night.



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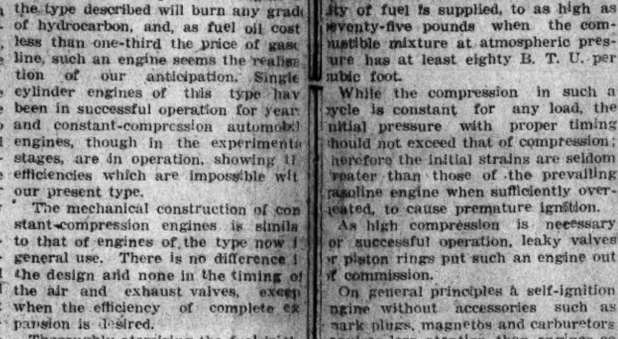

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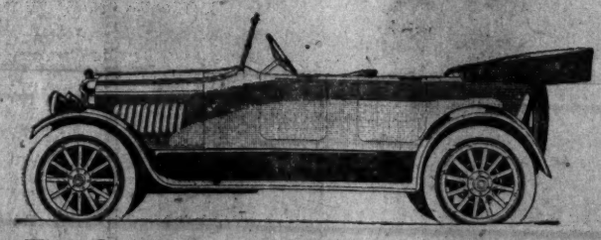

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Good Brakes A Necessity

Several conditions are essential to the designing of brakes for motor cars, among which we may mention ease and rapidity of operation, and the maximum of braking effect, with the minimum of power exerted at the operating lever, writes a contributor to Motor.

In successfully operating a motor car it is essential that the brakes should be maintained in good working order. This means that the levers and connections should at all times operate perfectly, and that no worn or loose bearings should be allowed to remain. Furthermore, and most important, the friction surface between the band and the drum should be constantly and carefully guarded from oil deposits, which will certainly render the braking effort useless. If oil collects between the band and the drum surface it may be cut out with gasoline and the parts carefully wiped with a piece of waste.

The two commonest kinds of brakes in use today are the external contracting and the internal expanding. The first operates by tightening a steel band containing a brake lining around the brake drum of the wheel. And the internal expanding a shoe that is inside the wheel drum; these shoes are in some cars covered with brake lining also.

But with each of the above brake constructions I have had a little trouble. With the first while running on oily roads with stone covering, there was always more or less trouble from small stones flying up and lodging down between the shoe and the drum, and sometimes under the brake lining. This made more or less drag on the car and wore the brakes out very fast. I overcame this the next time I lined my brakes. I extended the break lining up on each side toward the top about two inches. This did away with the pocket and kept the stones out.

With the second type I was troubled with grease in very hot weather, sometimes making the brake inside of the drum almost useless. The drum of the wheel sets back against a steel dust guard and in the lower side of this I drilled a ⅜ in. hole. I did this with each of the back wheels and was not troubled with grease again, as it ran out before it got high enough to touch the brakes.

I also found that brakes can be adjusted to a good advantage on the road, as any improper adjustment of the equaliser bar will have a strong tendency to make the car skid. Both brakes should be adjusted alike, so that the braking force applied by the equaliser may be transmitted to the wheels equally.

When it is considered that the safety of the car and its occupants is always dependent on the action of the braking system, the general abuse and neglect of this vital part of the mechanism by the average car owner, is hard to understand. It takes only a small amount of time to keep the brakes acting at 100 percent efficiency and from motives of personal prudence, one would think the car owner would be glad to give the necessary time to caring for the system.

THERE ARE MORE SIXES

Each year someone or other makes the rash prediction that a certain type of engine will make a big gain, or another show a considerable loss and that in a few years this or that type will drop out altogether, because there is no place for it. This was predicted in turn for the four, the six, the eight and the twelve, but all of them are with us as in the past four years and they will remain for a long time. The figures show that there are more six-cylinder chassis models offered than any other type, figty-four percent of the models using this type of engine. This is a gain of nearly four percent over the 1918 figures. The four-cylinder models are in greater number comparatively, showing 32.8 percent which is only .6 percent greater than in 1918. The twelves show a slight loss owing to the dropping off of one make and the eights the greatest loss, one of more than four percent. No doubt as the car manufacturers get well into the production season, this will change considerably because at the time of writing, there is uncertainty in some quarters as to the advisability of marketing a certain model.

The Fitting Of Piston Rings

(Continued from Page 8)

clean. The grooves must be freed of carbon and dirt. Grooves that are not clean may cause rings to fit improperly. The carbon will have to be scraped out with a sharp tool that can be made to clean the corners well. A little care should be exercised to see that the metal is not scraped so as to leave tiny projections. After the grooves have been cleaned the next step consists in measuring them or checking their dimensions, especially those of the top groove. Very often the ring grooves are badly worn, so that it is impossible to fit a ring properly. Thus, if one portion of the ring were .03 larger than the rest it would not do to fit a ring in that groove without first truing the groove. The groove should, quite naturally, have uniform depth and height. One concern makes a special tool which owners may use for truing grooves.

I am assuming that the owner, or the one doing the work, procures the correct type and size of ring for fitting. A great many owners—the majority, in fact—decide to install special rings, not of the type used in the engine. We shall not go into the subject of types of piston rings, reserving that for a future article.

Start with the lowest groove and work upward.

The first step in fitting is to take a ring and roll it around in a groove, the outside of the ring entering first. Do not slip the ring in its usual place, but hold and roll it around (outside face of ring in groove), so that every part of the groove is tried. This is to determine whether the ring width is approximately correct. If the fit is loose the ring is not for that groove. The ring may be too wide as not to fit the groove at all. There should be enough gripping as you roll it around so you can tell there is very little difference in width between ring and groove.

In trying the ring in this way, and it seems to stick at one place, remove the ring and examine it carefully for a shiny spot. This high spot may be filed down and the ring again placed in its groove. Often a high spot or two give the impression that the ring fits all around, when as a matter of fact, after the high spots are filed down, the ring is entirely too free.

Keep in mind the ring must fit the groove finally so there is no perceptible up-and-down play and still the ring must be turned freely around in its groove. A ring too large may be made to fit exactly by lapping. This requires a level plate or perfectly smooth, level surface, and a piece of fine emery cloth, or a powdered abrasive. Often powdered emery mixed with oil is used. The hand may be used to hold the ring or a ring holder of wood may be made. The ring is drawn back and forth across the abrasive a few times, but only a few times, after which it is again tried for fit in the groove. If it still is too large, it is lapped a little more. The reason for lapping a little each time is to prevent too much from being removed all at once, thus making the ring too small, which makes it useless for the groove you are fitting. The ring is lapped and tried until it fits the groove freely and still does not exhibit play. The up-and-down clearance between the ring and groove must be very small, just enough to allow free movement of the ring.

With the ring fit so far correct and the clearance right, the ring is slipped over skids into its groove. The ring is first slipped over one skid or often two may be handled, after which the third is inserted and the ring slid down over the three. Some workmen can do the job with two skids. Don't try stretching the ring over the piston without skids, and don't stretch the ring any more than needed. Too much stretching is likely to distort the ring. After the ring is in its groove grasp it and turn it around three or four complete turns. It should move freely and there should be no up-and-down play. It should not "stick" at even one point. The other rings then are fitted and the top one fitted last. In this case the ring can be slipped into its groove simply by spreading it over the top of the piston, getting both of the ends in the groove first. If one does not wish to use skids, there are many special ring spreaders on the market.

After all rings are in place push the rings around so that the ends are not in alignment and then squirt a little oil on each ring and on the sides of the piston.

Practice varies so much that I would advise each owner desiring to do this work to get some data from the car factory. For example, one factory may use a greater clearance for the top ring gets hotter than the others. In some cases the top ring is made slightly smaller in diameter than the others. Others use certain practice on aluminum pistons which may be better for that particular type and make.

In some cases it is advisable to lap the rings in the cylinders in order to insure a perfect fit. Some machine-turned rings are best lapped in. This may be done by spreading a little jeweler's rouge over the ring and working it up and down in the cylinder. Or a dummy piston may be used to hold the ring for lapping in the cylinder. If new pistons are installed, both pistons and rings may be lapped in together, using a very mild abrasive.

Columbia Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and loses its gait, it is then that you realize the advisability of carrying an extra set of **Columbias.**

Columbias put the spark of life into engines, autos, trucks, and tractors; they ring bells, give speech to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, **Columbias** are the simplest source—full of energy to the very brim. Steady, reliable—proof against trouble.

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The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made

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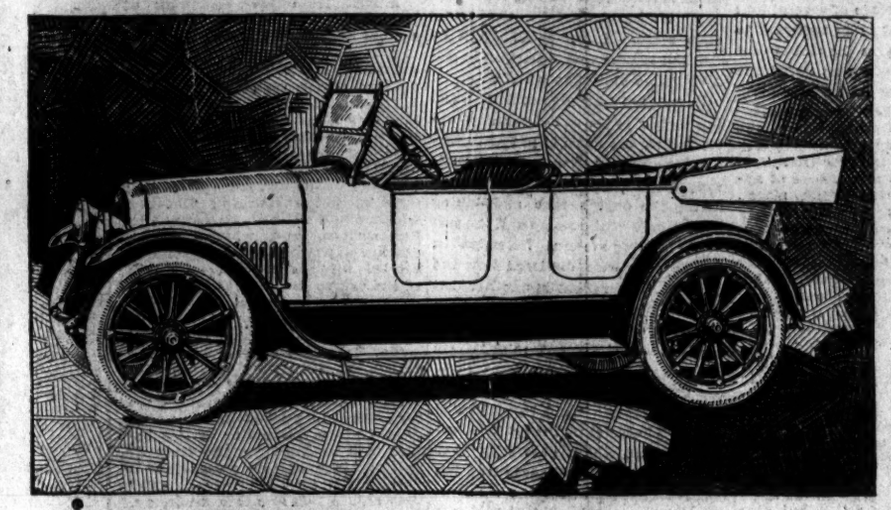

Studebaker

New "Light Four" Touring Cars

A reasonably-priced, high-quality, four-cylinder car; elegant yet sturdy, powerful, wonderfully easy riding, and with room for five passengers.

The upkeep is economical, and the petrol consumption is not only exceptionally low, but this new model is furnished with a carburetor designed for the cheaper grade of petrol known as "POWERIN," thus effecting a considerable saving to the owner.

INSPECTION CORDIALLY INVITED

The Shanghai Horse Bazaar & Motor Co., Ltd.

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Your Car is No Good!

If a man told you that you'd argue the point, wouldn't you? Of course, any car you can afford to buy and to operate is a good investment—but does the investment remain good?

Is Your Investment Protected?

An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor-car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment!

MAKE YOUR CAR GOOD!

X.S. POLICIES PROTECT

C. E. SPARKE Insurance Office

Agent, Excess Insurance Co., Ltd.

WHY SHOULD HE WORRY?
HE HAS AN "XS POLICY"!

PNEUMATICS GREAT AID TO FIRE TRUCK EFFICIENCY

Their Use Is Becoming Ever More General On Fire Fighting Apparatus

That the development of pneumatic tires to the point where they are able to carry loads of several tons will result ultimately in reducing to a considerable degree the cost of rent in the fire departments of large cities, appears now to be a likelihood.

In the past it has been necessary for a fire department to have the fire stations sprinkled thickly throughout a city in order that there may be a prompt appearance of apparatus at the scene of an alarm. When apparatus was drawn by horses, the distance between stations had to be very short. The advent of motor propelled apparatus running on solid tires permitted the widening of the spaces between stations, and made a reduction in the number of stations possible.

The perfecting of the big pneumatics of the United States Tire Company has so enlarged the area in which an engine or truck may respond in a hurry that use of these tires makes a substantial reduction in the number of stations very probable.

Tests by the United States Tire Company show not only that a much greater speed is possible on the large pneumatics than on solids, but also that there is a saving of at least a quarter on gasoline and a half on depreciation.

Oil Can Ranks High As A Useful 'Tool' For The Motor Car

Too Little Known, It Accomplishes Wonders In The Way Of Cures

Some day I am going to write an essay about the oil can, says W. H. Stewart, President of the Stewart Automobile School. It will contain such phrases as "The Motorist's Best Friend," "King of the Medicine Chest," "A Friend in Need," etc., and every word will be true because the oil can ranks high among automobile accessories and is used only too seldom.

Recently a friend whom I had always considered a careful driver, invited me for a short run. He suddenly seemed to have changed from a careful driver to one of the most reckless. If any car happened to cross the street he would drive almost into it and then jam on the brakes. I noticed his strained expression and asked what was the trouble. "The throttle will insist on staying open," he replied, "and I have to hook my toe under the accellerator pedal to close it."

Visions of broken bell-cranks, bent rods, a broken spring or a tight bearing flashed through my mind. He stopped the engine and worked the accelerator while I traced the throttling action. The spring which operated the pedal ran along a guide, and this part looked particularly dry. A few drops of oil from our faithful friend, the oil can, loosed the action so that the pedal worked freely once more. A few more drops on the bell-cranks and other joints and a complete cure was effected.

Sometimes an engine overheats and the owner is perplexed. He is observing all the rules to prevent overheating—running with spark advanced, keeping on high gear, not letting the engine race and taking proper care of the pump and the rest of the cooling system. Investigation in one such case disclosed that the fan belt was broken; in another that it was slipping. A seized fan bearing was found to be the cause—and an expensive replacement might have been avoided by timely recourse to our little friend—the oil can.

Such incidents could be multiplied almost indefinitely. Study the lubricating chart which goes with your car. Take up floor-boards and become acquainted with the mechanism. Trace out the operating rods and connections and put oil wherever metal is in contact. Some bearings may be found to be inaccessible. In one car, which shall be nameless, the brake equalising tubes under the body could not be oiled from below except by an oil gun with a curved tip. Investigation from above showed that they could be reached by removing eighteen screws that fastened a large metal plate to the floor of the tonneau. The plate was removed, the distances carefully measured and four holes were bored in the proper places. Now these important bearing may be oiled merely by raising the carpet of the tonneau.

I am sometimes asked if it will pay to use a cheaper oil in the oil can, instead of the expensive cylinder oil. Unquestionably a good lubricating oil for such purpose can be obtained for less money, one that will meet ordinary requirements. But economy in this respect is hardly worth while. Your car deserves the best lubricant obtainable.

If you have no chart with your machine, put oil on every bearing where there is no grease cup. Trace out the connections for clutch, brakes, accelerator, spark and throttle lever, and oil them frequently. Do not overlook fan bearings, starter and generator, magneto, or any other part of the mechanism. It will be time well spent. Replacement will be lessened and your maintenance expense reduced accordingly.

Increasing Use Of Cord Tires

An observing person will notice on the various automobiles on the street a high percentage of tires of cord construction, says the manager of the B. F. Goodrich Rubber Company. This percentage, growing each year in original equipment, perhaps will cause some speculation.

Almost from the beginning of pneumatic tire manufacture, designers have been striving toward a construction which would at one time deliver the maximum amount of the engine's power, be resilient to the highest degree and be long-lived. This is a natural idea toward which the tire designer should strive, because of the tire itself being so essential an item to the all around efficiency of the car, not only adding comfort, but minimising vibration which would have to be carried by the springs, and which, in the absence of pneumatic tires, would be carried through to the mechanism of the car, so the car could not hold together nearly so long.

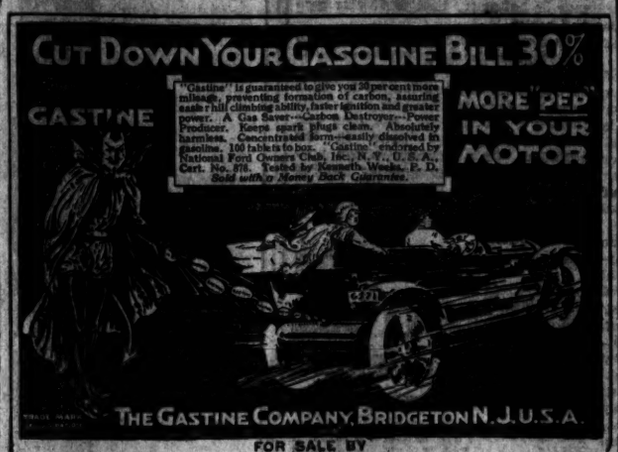
Comfort, minimising of vibration and delivery of an added amount of power from a given engine could be accomplished only by the use of a tire constructed as is the present day cord. Automobile engineers have found that 80 percent of the power generated by the motor is lost before it is delivered in the form of speed. Much of this power loss is through the tires themselves. Cord tires reduce this loss to a minimum. Cars equipped with cord tires have negotiated steep hills in high that fail on the same hill with fabric equipment. This has been proved scores of times and is a practical demonstration of the additional power cord tires give a car.

There is no question that the cord-constructed tire is most efficient. It may be said to add tone to the car; the car rides easier; it will coast further, it will consume less gasoline; it will steer easier and can "pick up" quicker.

As constructed during the last few years, it actually has demonstrated marvelous strength. When automobile racing was at its height, it was found that only the cord tire could deliver the speed and stand up under the severe treatment that the racing driver must give any tire equipment he is using.

On account of the greater cost it necessarily had to be sold at a price in excess of that charged for straight fabric construction. This naturally has caused it to be used almost exclusively on the larger, more expensive automobiles.

While the cord tire is still a distinctive tire, used largely by the man who wants something a little better, there recently has been a noticeable trend on the part of Mr. Average Car Owner to take note of this particular equipment, and buy for himself the added merit which goes with the cord tire, and which these days may be bought without the extreme difference in cost that was necessarily present a few years ago. In other words, the average car owner is now able to profit by the increasing popularity of the cord tire, which through increased production has been brought down somewhat in cost.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BANDAR-LOG
Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.
"Nothing is hidden from the Bandar-log, my friends, nor can the least thing escape our notice. We leapt from the pines and clutched it. We tried our teeth on it and threw it upon the hard floor. But nought could we harm it for on it was written 'Sphinx.' Stronger is it than anything of the Jungle; more wonderful than ought to be found in the Cold Lairs."
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An illustrated catalogue of Sphinx Plugs, suitable for all types of motors or motor engines, can be obtained on application to the offices of this Journal.

Independence of Tyre Troubles!

THE Firestone Removable Tyre is invaluable equipment when you are far from a service station. It can be changed in your own garage—on the road if necessary. No expert labor is required.

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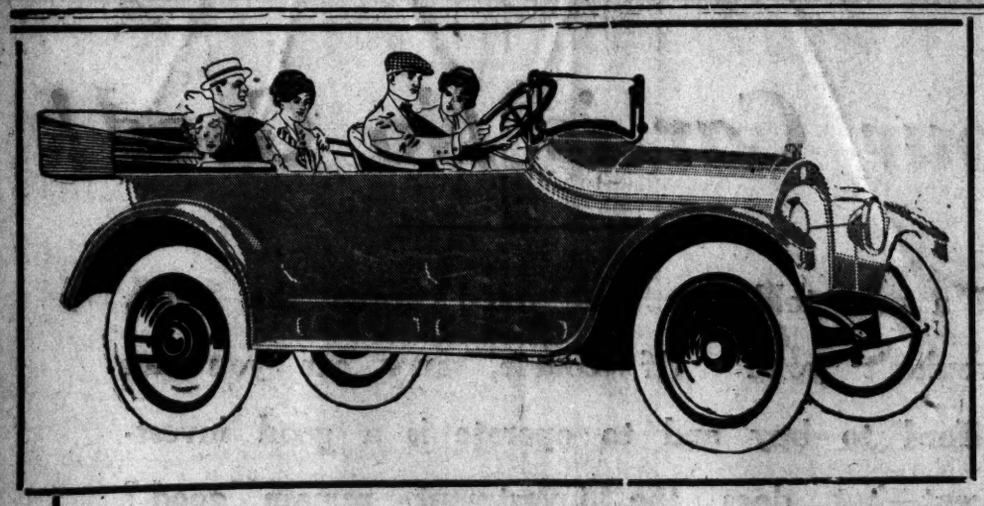

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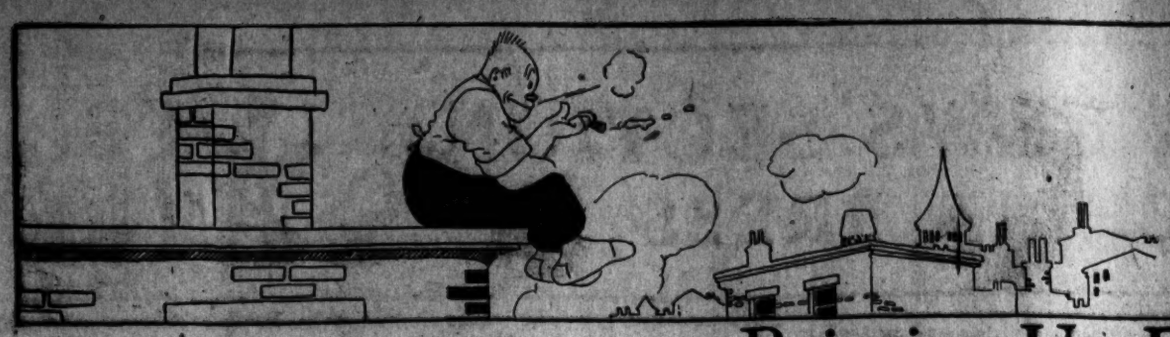


Sporting and Comic Picture Section

Sunday, May 4th, 1919

Bringing Up Father

THE HYPOTHESIS IS UNTENABLE AN THE DEDUCTIONS ARE ERRONEOUS-
QUITE SO!
WHO'S THE GUY WITH THE DICTIONARY VOICE?
THAT IS MAJOR BOGGS!
1

I'M GLAD YOU CAME HOME EARLY AS YOU MUST DRESS UP- PROFESSOR SPOOF WILL BE HERE TONIGHT-
I HARDLY GIT ME COAT OFF BEFORE I GIT BAD NEWS-
2

CAN THIS BE THE MAJOR BOGGS WHO WROTE THE FAMOUS TREATY ON ETHICS?
YOU FLATTER ME THIS MUST BE PROF. SPOOF- WHO DISCOVERED THE DUPLEX PROTOZOA!
10

SHANGHAI, SUNDAY, MAY 4, 1919

BROOKLYN LOSES TO GUNBOAT NINE

Flagship Team Drops Game To Picked Aggregation By Score Of 4-3

OUTFIELD CAUSES UPSET

Garden Men Drop And Misjudge Fly Balls After Parli Is Ill-Treated

BASEBALL TODAY

The U.S.S. Brooklyn team will play a picked team at the Race Course this afternoon at three o'clock. Brad Crow, Bradley, Bristow, Wilhoit, Harry Ollerdessen, Frank Pomeroy and Sailors from the gunboats will be on the nine to oppose the Eysinger aggregation.

When the Brooklyn crew stepped out front with a three-run lead and was holding the edge with but little difficulty at the beginning of the sixth inning, some few fans started for the rickshas. The flagship aggregation had played bang-up ball all the way and the fracas was only carded for seven sessions.

But Mitchim opened the sixth with a single. Held did likewise and Cy Wilhoit, who joined the Navy for the afternoon, repeated. Even then Parli was safe enough and Ike Eysinger saw little cause for worry.

Becker sent a high fly to Gage in left. Gage dropped the ball. Mack plunked another to right. Burton misjudged it. The hitting and the miserable outfielding were the causes of four runs, enough to make the the final read: Gunboats 4, Brooklyn 3.

The nine from the flagship was pitted against an aggregation composed of the pick of the men from other American ships in the harbor plus Cy Wilhoit, one of the figures of the fray. Cy made one of the hits that started the trouble in the sixth, accepted 11 chances without a hitch and pulled off one neat grab of a foul fly. Mitchim, Held, Becker, Mack and Reynolds were in the gunboat lineup. Hunt, a newcomer, hurled when Reynolds went to the outfield. Hunt will be troublesome for teams opposing him this season. He has speed, control and curves and needs only a little finishing. He worked himself out of several bad holes yesterday with the help of his infield, Becker starting two double plays and Wilhoit playing a nice game.

It is hardly fair to size up the Brooklyn team too critically. The players have been together but a short time and the pitchers are all new to the ship. Whitley started and fared better than Parli although the latter was bothered by two of his three outfielders.

Gage, one of the disappointments, came to the fore earlier in the game with a remarkable catch of Moss' long drive in the third. The nab was made with the tips of the gloved hand after a long run.

The Brooklyn infield is neat and with Eysinger working behind the bat, the pitchers will work well. Ike has a good second-string boy in Valley.

Brooklyn Scores In Second

Whitley pitched the first three innings and allowed but one hit, Parli allowed the same number in the fourth and fifth. In the meantime the Brooklyn annexed two runs in the second inning and one in the third.

Singles by Reid and Robertson, a wild throw by Reynolds and an error by Keller chased the tallies across in the second and Mitchim presented the counter in the third. The third sacker threw Galley's grounder miles over Wilhoit's head, allowing the Brooklyn right fielder to reach second. Then Mitchim failed to cover third when Reynolds took Gage's roller and threw to the sack, Mitchim letting the ball go through and Galley of course scoring.

The sixth was the bad session for the Brooklyn and although Martin singled in the first half of the seventh, he was left stranded when Becker choked the final rally with a rattling double play.

Eysinger nipped Reynolds off third neatly in the fifth, Becker made two nice stops and Wilhoit dug three out of the dirt in mid-season style.

The box score:

Gunboats

	A.B.	R.	H.	P.O.	A.	E.
Moss, cf	3	0	0	1	1	0
Mitchim, 3b	1	1	1	1	0	3
Held, c	3	1	1	5	1	0
Wilhoit, 1b	3	1	1	11	0	0
Becker, ss	3	1	1	2	4	0
Mack, 2b	2	0	1	1	1	1
Keller, lf	3	0	0	0	0	1
Smith, rf	2	0	0	0	0	2
Reynolds, p rf	3	0	1	0	2	0
Hunt, p	1	0	0	0	0	0
Total	24	4	6	21	9	7

(Continued on Page 3)

FIRST CRICKET GAME DOESN'T SHOW MUCH

Two Teams Chosen For Opening Match Of Season Show Need Of Practice

Cricket opened again yesterday on the S.C.C. Ground between two teams, "A" and "B", captained by Mr. R. Grimshaw and Mr. E. G. B. Lover respectively. Play as a whole was not up to much, glowing only now and again.

Deeks, with two lives getting 55, and Lancaster, with 21, proved the best bats for "B" team while Grimshaw with 4 wickets for 12 runs was the bowler of the day.

The scores:

'A'

H. Middleton, c. and b. Knight	16
W. J. Monk, b. Bauld	4
J. M. Pearson, c. Deeks, b. Knight	9
D. Campbell, b. Bauld	2
W. E. Anderson, b. Read	11
R. S. Campbell, b. Knight	2
W. M. C. Culloch, c. Deeks, b. Bauld	0
E. G. Barnes, c. Read, b. Bauld	3
E. Toeg, b. Read	11
R. Grimshaw (Capt.), b. Read	13
G. M. Billings, not out	6
Extras	10
Total	87

Bowling Analysis

	O.	M.	W.	R.	N.B.
C. Knight	7	–	3	28	2
R. Bauld	7	–	4	24	–
E. G. Norman	4	–	–	13	–
W. S. Read	3.5	–	3	12	–

'B'

S. J. Deeks, c. Campbell, b. Grimshaw	55
E. G. Norman, b. Monk	3
G. S. B. Cushine, c. Anderson, b. Grimshaw	10
C. Knight, b. Grimshaw	13
D. H. Cooke, b. Grimshaw	0
W. S. Read, c. and b. Campbell	6
A. R. C. Fulton, b. Grimshaw	2
W. O. Lancaster, not out	21
E. G. B. Lover (Capt.), b. Billings	6
T. C. G. Pearson, b. Pearson	0
R. Bauld, b. Pearson	4
Extras	5
Total	125

Bowling Analysis

	O.	M.	W.	R.	N.B.
G. M. Billings	11	–	1	28	–
W. J. Monk	3	–	1	19	–
J. M. Pearson	61	–	3	27	–
R. Grimshaw	6	–	4	12	2
W. Anderson	3	–	–	12	–
D. Campbell	6	1	1	22	–

S.R.A. Annual Meeting

The Shanghai Rifle Association's annual rifle meeting will begin next Saturday and will continue on Sunday and be again in session on May 17 and 18. Entries will close on Wednesday at 10:30 a.m., the time having been extended from yesterday, the oringal date mentioned. Owing to the race holidays the entries should be sent to the secretary at 128 Range Road.

The shooting next Saturday begins at 2 p.m. and the ranges to be fired are the 200, 300, 400 and 500 yards, for events 3, 4, 2 and 5. Sunday objectors will fire for events 7, 3, 8, 9, 2 and 6 beginning at 6:30 a.m. Saturday. Firing will commence on Sunday at 8 a.m. and the 600, 700, 800, 300, 500 and 600 yard ranges will be fired throughout the day, for events 6, 8, 9, 7, 2 and 3 respectively.

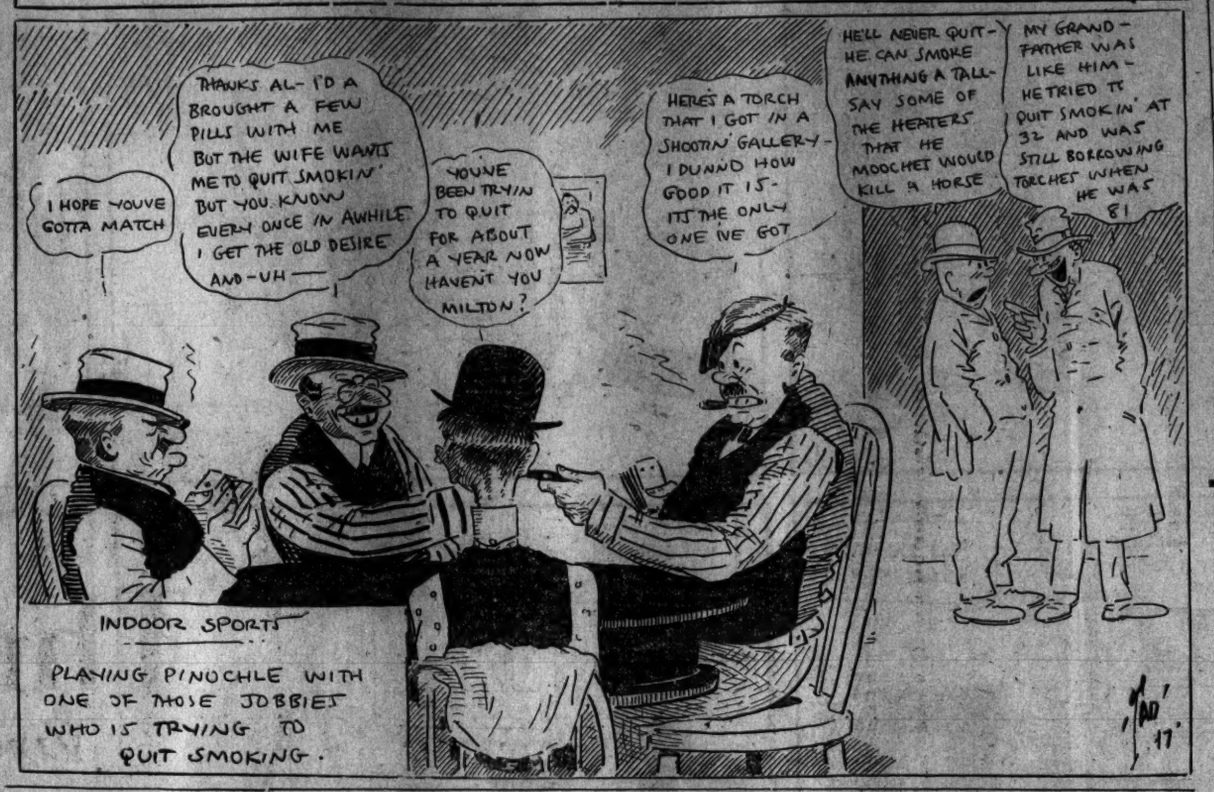
The events of the meeting are:

1—The S. R. A. Class Championships.
2—Deliberate-firing Competition, 400 and 500 yards.
3—Deliberate-firing Competition, 200 and 600 yards.
4—Deliberate-firing Competition, 300 and 500 yards.
5—Deliberate-firing Competition, 200 and 500 yards.
6—Deliberate-firing Competition, 300 and 600 yards.
7—Deliberate-firing Competition, 300 and 600 yards.
8—Deliberate-firing Competition, 700 and 900 yards.
9—Deliberate-firing Competition, 800 and 1,000 years.
10—The "Ladies' Prize" Competition, 200, 500 and 600 yards.

Cricket Club 'At Home'

Members of the Shanghai Cricket Club will be "At Home" to their friends on Monday, May 12, from 5 p.m. to 7 p.m.

INDOOR SPORTS By Tad


I HOPE YOUVE GOTTA MATCH
THANKS AL- I'D A BROUGHT A FEW PILLS WITH ME BUT THE WIFE WANTS ME TO QUIT SMOKIN' BUT YOU KNOW EVERY ONCE IN AWHILE I GET THE OLD DESIRE AND-UH—
YOUVE BEEN TRYIN TO QUIT FOR ABOUT A YEAR NOW HAVENT YOU MILTON?
HERE'S A TORCH THAT I GOT IN A SHOOTIN' GALLERY- I DUNNO HOW GOOD IT IS- ITS THE ONLY ONE IVE GOT
HE'LL NEVER QUIT- HE CAN SMOKE ANYTHING A TALL- SAY SOME OF THE HEATERS THAT HE MOOCHET WOULD KILL A HORSE
MY GRAND-FATHER WAS LIKE HIM- HE TRIED TO QUIT SMOKIN' AT 32 AND WAS STILL BORROWING TORCHES WHEN HE WAS 81
INDOOR SPORTS
PLAYING PINOCHLE WITH ONE OF THOSE JOBBIES WHO IS TRYING TO QUIT SMOKING.
TAD '17

At The Theaters

Musical comedy, supplied by the Banvard company, moving pictures and a concert of exceptional merit are attractions on the list of dramatic offerings to be seen in Shanghai this week.

The Banvards with the dainty and tuneful chorus will say farewell to Shanghai tomorrow night at the Lyceum Theater when the company will present "The King of Patagonia."

Opening Monday night at the Apollo Theater, Gladys Hulette and Creighton Hale, widely known screen favorites, appear as co-stars in a dramatic story, "For Sale." It is a Pathe picture. At the Apollo matinee this afternoon "Hands Up" will be shown and also added episodes of the two serials, "Meshes of Evil" and "Cave of Dread."

The concert offering of the week will be at The Apollo for a single night next Friday. In this Mme. Maria Fondi, lyric soprano from the Milan Conservatory, and Mr. Luigi Cavanna, comedian baritone and transformist, appear in an exceptional list of offerings.

At the Victoria Theater today and tomorrow another picture of the interesting series, "The Seven Deadly Sins," with other new films will be shown. The title of the feature picture is "Wrath."

Matinee and evening offerings will be shown today at the Isis Theater. The main feature of the bill will be a five-part Triangle picture called, "Hell's Hinges" and in addition a Triangle comedy will be presented. The new program tomorrow at the Isis will include new sensational episodes of the serials, "The Count of Monte Cristo" and "The Million Dollar Mystery."

Revolver Club Shoot

Mr. H. W. Lambert of "B" Company, British, S.V.C., won the expert medal of the Marksman's Class of the Shanghai Miniature Rifle and Revolver Club and will compete with the experts in final competitions. There was no competition in the experts class Mr. C. N. de Trafford with 169 points will also compete in the final competition.

The conditions of the competition were 5 shots at 15 yards, left hand. Experts special class to fire 5 shots left hand and 5 shots right hand at 25 yards instead of 10 shots either hand. Time limit for loading and firing 20 shots, 5 minutes. Clubs standard target with 2 inch inner and 4 inch outer bulls-eye used.

During May, the club's annual championship competition will be held. Allied officers and men visiting Shanghai are invited to make use of the range.

The following are the results of the competition:

(1) Expert Special Class:

	Score	Time
J. H. Farquharson	170	4.00

(2) Markman's Class:

	Score	Time
H. W. Lambert	162	4.10
F. J. Smith	155	3.50
Mrs. E. Moller	154	4.00
T. G. Hulthen	149	3.40
M. O. Liddell	148	4.00
E. Moller	146	3.40

Chinese Olympic Athletes Leaving Today For Manila

Team To Fight For Athletic Supremacy Of Far East Sails On Colombia This Afternoon

China is doped to win Olympic championships in basketball, football and volleyball. Coaches in charge of the track and field athletes will not predict a championship but they believe that Chinese will break at least five existing Far Eastern records. Chances for victory in track and field depends on the number of seconds and thirds scored by men representing this country. China will spring a surprise in tennis with two stars going from Hongkong. One of them is the champion of the colony.

The Olympic team to represent China at the Olympic Games will be the best-balanced aggregation ever to contest for Far Eastern athletic supremacy with Filipinos and Japanese. Because the Japanese team will be of but 20 men, the big scrap will be between Chinese and Filipinos and particularly in track and field events the struggle should be interesting.

Philippine coaches claim that many records must go. Men in charge of the China team have seen their athletes eclipse present records in competition and the China team, because of the cool weather, is not yet at its top form. With three days to work under ideal conditions at Manila, the Chinese should be in the best possible condition when the games start a week from tomorrow.

Not In Baseball Series

China will not enter baseball or swimming teams. It was impossible to get a nine into shape because of the cold. Swimming material is limited. Entries will be made in one or two swimming events but there will be no team.

The Northern delegation sails on the Colombia this afternoon—60 men, three coaches and a publicity man. The liner sails at four o'clock. The Southern athletes—40 contestants and two coaches, left Hongkong yesterday at noon and will proceed direct to Manila.

The group will gather at the Y.M.C.A. and, headed by a band, will parade to the China Merchants' Central Wharf. Each will wear a small Chinese flag, presented by the Commercial Press. The firm has also presented the delegation with two large Chinese flags to be carried in the parade.

The delegation will leave the Y.M.C.A. at 3 o'clock.

The Colombia is due at the Philippine port Thursday morning and the Chinese team will have a light workout in the afternoon. Three days will then remain before the opening of the games and coaches can add their finishing touches.

Manila is making elaborate plans for entertainment of visiting athletes. All arrangements for the Chinese team has been made by the Chinese Chamber of Commerce at Manila.

Will Be Guests Of Governor

Entertainments galore are planned for the visiting athletes. Receptions, teas and dinners have been planned by practically every organisation in Manila, guides will be furnished to show the athletes about Manila and the day before the Chinese delegation leaves for Hongkong, they will be guests of Governor General Yeater at a reception at Malacanang Palace.

The athletes will be accompanied to Manila by Mr. R. W. Clack, acting secretary of the Committee for China of the Far Eastern A. A., and head of the China team; Dr. J. C. McCracken, medical adviser; Dr. Arthur Shoemaker, Mr. John Bradshaw, Mr. Dan H. Kulp and Ralph Leake, coaches; Dr. P. M. Jee, physician, and Mr. J. E. Doyle of THE CHINA PRESS, publicity man.

The complete list of athletes and their events follow:

The Chinese Athletes

Jumpers and Pole vaulters.—Ch'en Chung-wu, Tsinghwa College, Peking; Shih Chao-han, Tsinghwa College; Chu En-te, Peking Normal School; Ting Hsu-ch'un, Peking University; Kuo Choik-huo, Foochow; Shih Chao--tse, Tsinghwa College; T'ao K'ai-t'ai, Tientsin Nan Kai; Liang Ch'ung-chin, Canton and Chen Wen-yuen, Nanyang.

Weight throwers.—Weng Chi-mab, Tsinghwa College; P'ang T'ing-hsun, Peking University; Shih Chao-tse, Tsinghwa College; Tu Jung-t'ang, Nanyang; Sin Yin-en, Peking University; Ts'ai Sung-yen; Peking Normal; Kao T'ai-chen, Paotingfu; Li Sung-ling, Peking University and Chen Chung-wu, Tsinghwa College.

Pentathlon and decathlon.—Chu En-te, Peking Normal; Liu Yin-en, Peking Chinese University; Tu Jung-t'ang, Nanyang; Shih Chao-han, Tsinghwa; Li Doo-sing, Nanyang; Lau Cheong-goh, Amoy; Shih Chao-tse, Tsinghwa College; Pan Ting-hsun, Peking University and Ku Yu-chi, Peking University.

Basketball team.—Wei Shu-huan, Liu Ming-chih, Kuo Ching-i, Meng Kuang-li, Hsu Ming-hung, Ku Yu-chi and Wang Jui-sheng.

Sprinters and Quarter milers.—Ku Ping-he, Tientsin Nan Kai; Shih Chao-han, Tsinghwa College; Shih Kung-fu, Paotingfu; Chang Lun, Nanyang; J. C. Hwang, Amoy; Lee Doo-sing, Nanyang; Chu En-te, Peking Normal; Mei I-lin, Tsinghwa College; Ling Chi-yang, Tsinghwa; Wang Shou-ching, Paotingfu; Sung Tsun-hsiang, Tsinghwa College and Lee Din-san of Nanyang.

Milers and half milers.—Chang Te-ping, Peking Normal; Chen Shu-ming, Tientsin Nan Kai; Tsou Hsi, Paotingfu; Shiang Tsung-i, Tsinghwa College; Yu Mei-sheng, Nanyang; Yuen San-dow, Nanyang; Tuou Hung-yin, Tientsin Nan Kai and Wang Jung-chun, Peking Normal.

Marathon runners.—Wang Jung-chun, Peking Normal; Hsing Chuang-kuan, Fengtien; Weng Kuang-shou, Fengtien; Chol Yin-wu, Paotingfu; Wei Kuang-chung, Tientsin Nan Kai and Chu Chen-keng, Shanghai.

Hurdlers.—Wang Chien-wu, Peking Normal; Too Kai-tai, Tientsin Nan Kai; Wang Shou-ching, Paotingfu, Shih Chao-han, Tsinghwa College; Chao Pung, Nanyang; Ling Chi-yang, Tsinghwa; Sung Tsun-

(Continued on Page 3)

Harriers Hold Meet

Under very favorable weather conditions the Shanghai Harriers' Club held their first Athletic Meeting yesterday afternoon on the Shanghai Recreation Club Ground before, considering the good cause, a poor showing of spectators.

Little in the high jump, clearing 5 ft. 7¾ inches, beating the Hongkong record of 5 ft. 6 inches, set a record for the high jump in Shanghai, Aldequer made a good win in the one mile cycle championship race, while Remedios and Quincey gave an idea of how to win the 880 yards and 220 yards Shanghai championship in good style.

At the conclusion of the meeting those who had been successful were presented with their prizes by Mr. E. C. Pearce, the Club's President, as follows:

Event 1.—Long Jump—1st, C. Neprud; 2nd, E. J. Cooke. Distance. 16 ft. 9¼ in.

Event 2.—120 Yards Flat Race Handicap—1st, L. P. Quincey (2 yds.); 2nd, H. D. Rodger. (2 yds.). Time—12.2 sec.

Event 3.—3 Mile Cycle Race Handicap—1st, S. C. Aldequer; 2nd, A. E. Moyhing. Time—10 min. 17.3 sec.

Event 4.—Half Mile Flat Race—1st, N. White, (Police); 2nd, R. Bryan, (Volunteers). Time—2 min. 39.1 sec.

Event 5.—High Jump—1st, L. K. Little; 2nd, C. Neprud. Height. 5 ft. 7¾ in. (Record).

Event 6.—220 Yards Shanghai Championship.—1st, L. P. Quincey; 2nd, H. D. Rodger. Time—25 sec.

Event 7.—100 Yards Boys' Race, Ages 6 to 12 Handicap—1st, H. Alves; 2nd, McCan. Time—9.2 sec.

Event 8.—100 Yards Veterans' Race. Handicap.—1st, J. A. Alves. (5 yds.); 2nd, P. S. Hyndman. (2 yds.) Time—12.2 sec.

Event 9.—100 Yards - Handicap Flat Race.—1st, G. E. Marshall; 2nd, L. P. Quincey. Time—10.3 sec.

Event 10.—100 Yards Girls' Race, Ages 6 to 15 Handicap.—1st, W. Hyndman; 2nd, N. Remedios. Time—14.1.

Event 11.—One Mile Cycle Race, Shanghai Championship.—1st S. C. Aldequer; 2nd A. E. Moyhing. Time—3 min. 14 sec.

Event 12.—Half Mile Shanghai Championship—1st, F. Remedios; 2nd, B. L. Smith. Time 2 min. 8.3 sec.

Event 13.—440 Yards Open Handicap for Boys, Ages 13 to 17.—1st, A. Reid. (15 yds.); 2nd, S. Perry, (15 yds.). Time—57.4 sec.

Event 14.—880 Yards Relay Race.—1st, Shanghai Recreation Club; 2nd, Lusitano Club.

Event 15.—Half Mile Handicap.—1st, B. L. Smith; 2nd, J. J. Ellis. Time—2 min. 22.3 sec.

Event 16.—One Mile Walk Handicap.—1st, R. F. Remedios; 2nd, C. Rose. Time—8 min. 9 sec.

Event 17.—Tug of War—Won by the Sikh Team.

Event 18.—One Mile Walk.—1st, F. Remedios; 2nd, M. J. Cruz. Time—5 min. 11.3 sec.

Event 19.—Consolation Race, 120 Yard Flat.—1st, J. Gutierrez; 2nd, T. Costa. Time—13.2 sec.

IDEAL RACE DAY BRINGS MANY OUT

Fine Weather Draws Crowd To Kiangwan To See Good Program

ONE RECORD CLIPPED

Winsome Dahlia Cuts 4-5 Second From Mile And Five Furlongs Mark

Under ideal racing conditions the International Race Club staged its 52nd meeting at Kiangwan yesterday. The sunlight and balmy weather brought out a good crowd and Spring costumes brightened the stands and paddock, giving a foretaste of the feminine sartorial display which the Shanghai Race Club's annual meeting should bring out next week.

It was a fair day for the backers too, favorites and surprise packets coming home in about equal number, while several close finishes lent the proper amount of sporting suspense.

Among the riders Hill, Liou and Vida shared the bulk of the honors, as to bringing their mounts into place. Hill took two firsts, a second place and three thirds; Liou also two firsts and two seconds and a third, while Vida rode one pony in a winner, collared second place four times and brought in one to third place.

The biggest bundle of astonishment furnished the backers in the day's card was provided by Mr. Y. S. Chow's Runaway in the May Selling Plate, the pony sailing home with two lengths to spare to distribute $458.10 to each of the clairvoyant individuals who visited the correct window at the pari-mutuel.

Other big dividends of the day were turned up by Amagi in the first race—$177.50, Christmas Day, which paid $118.40, and The Kangani, $42.20.

One of the closest finishes of the day was the May Pari-Mutuel Stakes, in which Mr. Morriss rode Winsome Dahlia to a win over Yellow Diamond by a head, clipping 4.5 of a second from the record. Brun, on Ladis, held the lead for nearly three-quarters of the distance but fell away in the stretch.

Following are the summaries:

1.—**The Red House Plate.**—Value $300. Second pony $100. Third pony $50. For all China ponies. Weight for inches as per scale. Winners of a race, since April 1, 1919, 5 lbs. extra; 2 or more races, 7 lbs. extra.—Three quarters of a mile.

	lbs.
Mr. Meguro's ches. Amagi (Mr. J. Liou)	152—1
Mr. F. R. Vida's ches. Bythe (Mr. F. R. Vida)	155—2
Messrs. Winsome and Hasty's br. The Hornbill (Mr. W. Hill)	155—3

Also ran: Christmas Day (Mr. Crokam), Croydon (Mr. Springfield), Twenty Two Carat (Mr. Chu), Tyrant (Mr. Yih), Sideway (Mr. Hu), Rocksand (Mr. Rowe) and Desertland (Mr. Burkill).

Won by three lengths, two lengths. Time—1 min. 32 4/5 sec.

Pari-mutuel: for win, $177.50; for place, $47.40, $10.90 and $21.20.

Cash sweep: first 37; second, 337; third, 44; unplaced, 104, 330, 355, 235, 27, 63 and 39.

2.—**The China Cup.**—Value $300. Second pony $100. Third pony $50. For China ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens, allowed 5 lbs. Winners of 2 races, 5 lbs. extra; 3 or more races, 10 lbs. extra.—One and a quarter miles.

	lbs.
Mr. Tucksong's grey Guiding Star (Mr. Hill)	158—1
Mr. Lansing's ches. Newcastle (Mr. E. S. B. Rowe)	156—2
Mr. Cire's bay Firelight (Mr. E. Moller)	152—3

Also ran: York (Mr. Vida), Sataro (Mr. Springfield), Knave of Hearts (Mr. Knoll), Haruna (Mr. Nagai).

Won by three lengths, short head. Time—2 min. 40 3-5 sec.

Pari-mutuel: for win, $7.80; for place; $5.30, $8.70 and $6.60.

Cash sweep: first, 61; second, 134; third, 291; unplaced, 170, 49, 196 and 238.

3.—**The Far East Plate.**—Value $300. Second pony $100. Third pony $50. For China ponies. Weight for inches as per scale. Maidens, allowed 7 lbs. Winners, since

April 1, 1919, 5 lbs. extra.—One and a quarter miles.

lbs.
Mr. Day's grey Shenkoland (Mr. Burkill) .....160—1
Mr. Rennik's grey Rouble (Mr. F. R. Vida) 152-2
Mr. Tucksong's black Polar Star (Mr. W. Hill) .....158—3
Also ran: Spottedsand (Mr. Chu), Rob Roy (Mr. Grayrigge), Fairylight (Mr. Hulthen) and Ye Illusionist (Mr. Matsumoto).

Won by two lengths, four lengths. Time—2 min. 42 2-5 sec.

Pari-mutuel: for win, $7.50; for place, $5.00, $5.40 and $5.10.

Cash sweep: first, 167; second, 317; third, 80; unplaced, 368, 338, 323 and 69.

4.—**The Mayblossom Plate.**—Value $300. Second pony $100. Third pony $50. For China ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens, allowed 7 lbs. Winners, 7 lbs. extra.—One and a half miles.

lbs.
Mr. Lansing's dun Ralph de Palma (Mr. Vida) .....151—1
Mr. Hart's grey Motorist (Mr. Liou) .....145—2
Mr. Tucksong's grey Truimphant Star (Mr. Hill) .....148—3
Also ran: Roseway (Mr. T. U. Yih), Justification (Mr. Crokam), King of Hearts (Mr. H. F. Hu) and Easter Egg (Mr. White).

Won by two lengths, four lengths. Time—3 min. 14 2-5 sec.

Pari-mutuel—for win, $25.30; for place, $8.00; $7.00 and $6.70.

Cash sweep—first 146; second, 406; third, 208; unplaced, 32, 216, 279 and 264.

5.—**The May Pari-Mutuel Stakes.**—Value $300. Second pony $100. Third pony $50. For China ponies. Weight for inches as per scale. Winners of a race, since April 1, 1919, 7 lbs. extra; 2 or more races, 10 lbs. extra. Maidens, allowed 10 lbs.—One and a mile and five furlongs.

lbs.
Mr. C. R. Burkill's grey Winsome Dahlia (Mr. Morriss) .....155—1
Mr. Foh Sing's dun Yellow Diamond (Mr. T. U. Yih) 155—2
Mr. Day's white Nativeland (Mr. H. F. Hu) .....148—3
Also ran: Simese Cat (Mr. Moller), Ladie (Mr. Brun), Nirvana (Mr. Heard), Highflyer (Mr. White) and Takao (Mr. Liou).

Won by a head, four lengths. Time—3 min. 29 4-5 sec.

Pari-mutuel—for win, $10.30; for place, $6.50 $14.10 and $8.80.

Cash sweep—first 93; second, 348; third, 41; unplaced, 116, 80, 293, 258 and 6.

6.—**The May Selling Plate.**—Value $300. Second pony $100. Third pony $50. For all China ponies. Winner if entered to be sold for $300, weight for inches as per scale; if to be sold for $200, allowed 5 lbs.; if to be sold for $100, allowed 10 lbs.—One mile.

lbs.
Mr. V. S. Chow's dun Runaway (Mr. Chow) .....147—1
Messrs. Toeg and Speelman's black Poppy (Mr. W. Hill) 153—2
Mr. Tah Yuen's grey New Star (Mr. A. J. P. Heard) .....148—3
Also ran: Asama (Mr. Knoll), Pacification (Mr. Crokam), Buzz Off (Mr. C. T. Chu), Battersea (Mr. H. F. Hu), Loofield (Mr. Burkill) and Dragonland (Mr. Vida).

Won by two lengths, one and a half lengths. Time—2 min. 06 2-5 sec.

Pari-mutuel—for win, $458.10; for place, $62.70, $6.80 and $10.

Cash sweep—first 225; second, 190; third, 363; unplaced, 378, 346, 527, 491, 360 and 510.

7.—**The Totalisator Cup.**—Value $300. Second pony $100. Third pony, $50. For non-winning Griffins of 1919 and Griffins of this meeting. Weight for inches as per scale. Ponies placed in two or more races, 5 lbs. extra.—One mile.

lbs.
Messrs. Winsome and Hasty's bay The Greenfinch (Mr. W. Hill) .....158—1
Mr. Tucksong's bay Eastern Star (Mr. J. Liou) .....152—2
Mr. Perchang's grey Reformation (Mr. W. G. Crokam) .....155—3
Also ran: Footlight (Mr. Moller), On Guard (Mr. Rowe), Golden Gloss (Mr. Sleap), Ishmael (Mr. Springfield), Yorkshire (Mr. Knoll), Sans Merci (Mr. Hu), Free and Easy (Mr. Vida), Haruna (Mr. S. Nagai), Goletta (Mr. Tomono), The Gink (Mr. Heard) and Formidable (Mr. White).

Won by a neck, three lengths. Time—2 min. 08 1-5 sec.

Pari-mutuel—for win, $21.90; for place, $8.10, $20 and $11.20.

Cash sweep—first 307; second, 62; third, 545; unplaced, 143, 94, 374, 376, 80, 242, 412, 151, 301, 555 and 10.

8.—**The May Handicap.**—Value $500. Second pony $100. Third pony $50. For China ponies. Handicap weights will be published on morning of the race. Top weight will not be more than 160 lbs. and lowest weight 140 lbs. Winners after publication of the weights to carry 5 lbs. extra.—One and a quarter miles.

lbs.
Mr. Sahteh's white Railway (Mr. J. Liou) .....155—1
Mr. Chow Sung's bay King of Diamonds (Mr. F. R. Vida) .....155—2
Mr. Tah Yuen's grey Great Star (Mr. A. J. P. Heard) .....152—3
Also ran: Dauntylight (Mr. Moller), Illumination (Mr. Crokam), York (Mr. Knoll), Spottedsand (Mr. Chu), Highflyer (Mr. White), Trustland (Mr. Burkill), Nigger Minstrel (Mr. Hill) and Honglist (Mr. Nagai).

Won by three-quarters of a length, two lengths. Time—2 min. 37 3-5 sec.

Pari-mutuel—for win, $32.80; for place, $10.40, $9.30 and $10.50.

Cash sweep—first 71; second, 196; third, 409; unplaced, 339, 236, 9, 181, 370, 126, 461 and 107.

9.—**The Visitors Selling Plate.**—Value $400. Second pony $100. Third pony $50. For China ponies. Winner if entered to be sold for $300, weight for inches as per scale; if to be sold for $200, allowed 5 lbs.; if to be sold for $100, allowed 10 lbs.—Three quarters of a mile.

lbs.
Mr. G. Y. Woo's dun The Kangani (Mr. T. U. Yih) 145—1
Mr. C. R. Burkill's dun Climax (Mr. C. R. Burkill) .....153—3
Mr. F. R. Vida's ches Bythe (Mr. F. R. Vida) .....150—3
Also ran: Western Star (Mr. Heard), Tiga (Mr. Knoll), Justification (Mr. Crokam), Lasswade (Mr. Sleap), Whitehaven (Mr. Springfield), Rising Star (Mr. Hill), China Sea (Mr. Hu), Blackford (Mr. Grayrigge) and Unionist (Mr. Liou).

Won by half a length, two lengths. Time—1 min. 32 2-5 sec.

Pari-mutuel—for win, $42.20; for place, $13, $15.20, and $6.30.

Cash sweep—first 118; second, 224; third, 185; unplaced, 403, 335, 102, 598, 281, 213, 296, 231 and 58.

10.—**The Nil Desperandum Plate.**—Value $300. Second pony $100. Third pony $50. For China ponies that have started in and not won a flat race since April 1, 1919. Weight for inches as per scale.—One mile.

lbs.
Mr. Perchang's bay Christmas Day (Mr. Knoll) .....155—1
Mr. Rennik's grey Rouble (Mr. F. R. Vida) .....152—2
Mr. Cloud's grey Sideway (Mr. J. Liou) .....152—3
Also ran: Firelight (Mr. Moller), Twenty Two Carat (Mr. Stewart), Lanchester (Mr. Hu), The Dean (Mr. Rowe), Fairylight (Mr. Hulthen), Nativeland (Mr. Springfield) and Goletta (Mr. Tomono).

Won by a length, three lengths. Time—2 min. 06 2-5 sec.

Pari-mutuel—for win, $118.40; for place, $34.40, $7.70 and $9.20.

Cash sweep—first 520; second, 330; third, 213; unplaced, 470, 231, 43, 279, 331, 103 and 300.

Castlefield Looks Best As Training For Spring Meeting Ends

The annual Spring race meeting of the Shanghai Race Club starts tomorrow morning, with three events scheduled before tiffin and eight races coming after the interval.

Final gallops were held yesterday morning and with the training season over dopesters figure Castlefield as the favorite for the Championships. The Oriole will not be in condition to start.

Silver Streak is going well. Night Hawk has performed splendidly in the trials. One of the Kings or a Bird from Mr. Arnhold's stables may cause trouble but Castlefield looks to be the best of the ponies if training season forecasts materialise.

The Derby is predicted to fall to Mr. Potts' stable or to Mr. Arnhold.

Mr. Stewart will be here from Tientsin to ride Mr. Morriss' ponies, and Mr. Archie David, well known Hongkong jockey, will ride at the meeting.

The first saddling bell tomorrow morning will be at 11:30 o'clock.

THE CHINA PRESS will publish tips as usual.

Yesterday's training records follow:

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
Rosewood	boy	35.3	1.09.1	1.42.1	2.12.4		...	...	...	30.3
Watermark	boy	32	1.01.4				...	...	...	29.4
Halloween	boy	37.2	1.13.1	1.49	2.25.3	3.00.3	3.34.3	4.04.4	...	30
Sans Peur	boy	32	1.03.3	whole time 1.36.1					...	31.3
Iron Duke	boy	32.2	1.05.	1.37.1					...	32.1
Rest Cure	AJPH	32	1.03.2	1.34.2					...	31
Sir Lamerock	boy	36.2	1.15	1.50.1	2.22				...	31.4
Triumph	IE	40.1	1.15.4	1.48	2.18.2				...	30.2
Castlefield	RFS	38	1.14	1.48	2.19				...	31
Mighty King	CRB	36.4	1.13.4	1.48.2	2.17.4				...	29.2
Battle King	FV	35.1	1.08	1.39.4	last ¾ of 1				...	31.4
Silver Streak	AJPH	30.3	1.01.4	1.32.4					...	31
Charing Cross	AK	35.2	1.09.4	1.41.1	last ¾ of 1				...	31.2
Night Hawk	IE	35.2	1.08.2	1.42	2.14	2.48.2			...	34.2
Corncrake	WH	38	1.13	1.46.2	2.16.3				...	30.1
Fallowfield	RFS	35	1.09.4	1.44	2.17.2	2.49.1			...	31.4
Black Fox	MOS	38	1.12.1	1.45.2	2.16.2				...	31
Fighting King	CRB	38.1	1.13.1	1.46.1	2.16.2				...	30.1
Air King	FV	32.4	1.05.3		last ½				...	32.4
Lochiel	WJH		1.06	1.38					...	32
Everything	AK	35.3	1.08.2	1.41.3					...	33.1
Heron	WH	34.3	1.10	1.44	2.14.1				...	30.1
Tichfield	RFS	35	1.08.2	1.41.3	2.12.1				...	30.3
Bydand	GW	32.2	1.04.1	1.35					...	30.4
Greysand	MOS	31.2	1.03.2	1.36.4	(last ¾ whole time 2.11)				...	33.2
Scala	WGC	37	1.12.3	1.46.2	2.17.3				...	31.1
Gladiator	boy			1.42.3	3.13				...	30.2
Midas	AJPH	34.2	1.08.3	1.41.2	2.11.4				...	30.2
Wild Night	SAS	38.1	1.12.1	1.44.2	2.17.1				...	32.4
Wilson	IE		went one quarter						...	—
Allied King	FV	35.1	1.10	1.44	2.14				...	30
Anything	AK	39	1.14	1.47	2.18.2				...	31.2
Seabird	GW	34	1.07.3	1.38.4					...	31.1
Brilliant Dahlia	CRB	33.2	1.05.4	1.40	2.12.1	2.47			...	34.4
Leofield	RFS	32.1	1.03.4	1.36.2					...	32.3
Kowloon	MOS	31	1.02.4						...	31.4
Bixshoote	FV	32.1	1.04.3						...	32.2
Hobson's Choice	GG			1.51.2	2.23				...	31.3
Liberty Bond	boy	32.2	1.04.4	1.37					...	32.1
Hop-Scotch	RMD	38.2	1.10	1.42					...	32
Maresfield	RFS	33.2	1.05.2	1.36.4	2.10.2				...	33.3
Niblick	GW	31.3	1.02.2						...	30.4
Chop Dollar	CRB	36.3	1.11.1	1.43.1	2.15.2				...	32.1
Bluff	AJPH	34.3	1.07	1.39.3	2.13				...	33.2
Battle Axe	AJPH	37.1	1.12.1	1.44	2.16.3				...	32.3
Seadrake	SBS		1.08.2	1.39.2.					...	31
Black Diamond	CRB	—	1.16.2	1.51	2.22	(last mile)			...	31.2
Carbon	boy	35.2	1.13.3	1.49	2.21.3				...	*32.3
Escapade	SAS	36	1.08	1.40					...	32
Michigan	ET			1.48.4	2.21				...	32.1
Rushton	RMD	37	1.10	1.41					...	31

*On the sand.

Olympic Athletes Leaving Today

(Continued from Page 2)

hsiang, Tsinghwa and Chu En-te, Peking Normal.

The Existing Records

Standing records in the Far Eastern Olympic games:

100 yd. dash.

Catalon, Philippines—Time 10 sec. (1917).

220 yd. dash.

Robillos, Philippines—Time 23-3/5 sec. (1915).

400 yd. dash.

J. S. Lee, China—Time 54 sec. (1915).

880 yd. Run.

Y. P. Kuo, China—Time 2 min. 6-3/5 sec. (1915).

Mile Run.

Y. P. Kuo, China—Time 4 min. 50-4/5 sec. (1915).

120 Yd. High Hurdles.

Rabaya, Philippines—Time 17 sec. (1917).

220 yd. Low Hurdles.

Astraquillo, Philippines—Time 28 sec. (1917).

Discus Throw.

Alvara, Philippines—109 ft. 3-3/4 in. (1917).

Shot Put (16 lb.).

Ylanan, Philippines—37 ft. 2-3/4 in. (913).

Running High Jump.

Saavedra, Philippines—5 ft. 6 7/8 in. (1915).

Running Board Jump.

Cardinas, Philippines—21 ft. 9 3/4 in. (1915).

Pole Vault.

Abad, Philippines—10 ft. 6 7/8 in. (1913).

880 yd. Relay.

Philippines—1 min. 36 3/5 sec.

Mile Relay.

Japan—3 min. 41 sec.—(1917).

Pentathlon.

T. Y. Chi—341 points (1916).

Decathlon.

Saavedra, Philippines—711 points (1915).

Brooklyn Loses To Gunboat Nine

(Continued from Page 2)

U.S.S. Brooklyn

	A.B.	R.	H.	P.O.	A.	E.
Martin,	3	0	1	2	1	0
Schultz,	4	0	0	3	3	1
Burton, rf	1	0	0	1	0	0
Galley, rf	1	1	0	0	0	0
Gage, lf	3	0	1	1	0	1
Reid, 3b	3	1	1	1	0	1
Hopkins, 1b	3	0	0	7	0	0
Zink, cf	1	0	0	0	0	0
Robertson, cf	1	1	1	0	0	0
Eysinger, c	1	0	0	3	1	0
Valley, c	2	0	0	0	2	0
Parli, p	0	0	0	0	4	0
Whiteley, p	1	0	0	0	1	0
*Gable,	0	0	0	0	0	0
Total	25	3	4	18	12	3

*Batting for Parli, seventh

Score by innings:

	1	2	3	4	5	6	7	R	H	E
Gunboats,	0	0	0	0	0	4	x	4	6	7
U.S.S. Brooklyn,	0	2	1	0	0	0	0	3	4	3

Earned runs—Gunboats, 1.

Left on Bases—Gunboats, 4; Brooklyn, 5.

Stolen bases—Becker, 2; Mitchim, Reynolds, Gage, 2.

Struck out—by Reynolds, 1; by Hunt, 3; by Whitely, 2; by Parli, 3.

First base on balls—off Reynolds, 2; off Hunt, 1; off Whitely, 1.

Double plays—Becker to Wilholt, 2. Moss to Mack.

Hit by pitcher—Whitely.

Passed ball—Held.

Wild pitches—Whitely.

Umpires—Bradley and Bristow.

Time—one hour, 45 minutes.

Villalobos Easily Wins

From American School

Scoring six runs in the fifth inning, the U.S.S. Villalobos had little trouble beating the crippled American School team at the Race Course yesterday afternoon. The final score was 13-4, the schoolboys making all their tallies in the third. The game was pulled early.

The lineups:

Villalobos—Ball cf, Mack c, Carter 3b, Colvin 1b and p, Cunningham lf, Connors 2b and 1b, Flaherty p and rf, Knight rf.

American School—J. McGinnis c, Haskell p and 1b, Viking ss, Etterich cf, D. McGinnis 3b, Simon lf, N. Patterson 2b, P. Patterson rf, Rugh 1b and p.

Rowing Club Notes

The Scotch four has been out this week for the first time.—They have as good material as anyone and it is expected that a Scotch Junior four may put in appearance soon.

The Americans have but few experienced oars and they will need to get properly going soon if a serious effort is to be made to capture any of the trophies.

England hopes to get two Junior fours going in the course of the present week.

Few Danish crews have put in appearance so far, although they have some very good material available.

The club is suffering from the usual lack of coaches and if some of the old members were to come forward and offer their services in this respect their action would be welcomed.

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Gande, Price & Co., Agents

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MAGNUMS
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The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

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SQUIRES BINGHAM CO.
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SHANGHAI
Send for illustrated catalog.

The Shanghai Chemical Laboratory
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A French Remedy for all Irregularities. The ladies of Paris keep a box of Martin's Pills in the house, as they are the first sign of any irregularity of the System of which they may be administered. Those who use them recommend them, hence their enormous sale. Of all Chemists and Stores, or post free from MARTIN, Chemist, SOUTHAMPTON, ENG.

Refracting and Manufacturing
Dr. John Goddard
Optician
Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades
W. T. Findley, M. D.
36 Nanking Road, Tel. 1928

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" — **MAIN LINE.** — **ZAHKOU TO SHANGHAI NORTH—"UP"**

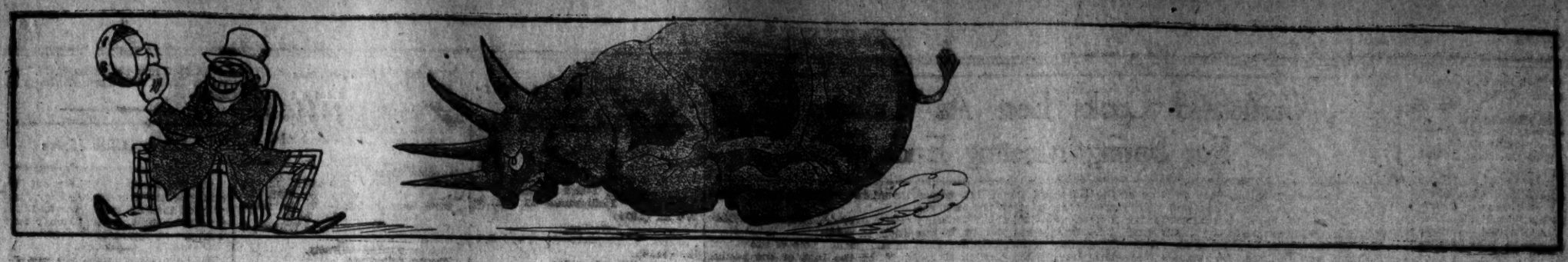
STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jaukfeld ..... dep.	....	7.51	9.16	10.23	....	15.08	16.08	....
Soosoo ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghua Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghua Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Soochow ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashing ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing ..... dep.	7.40	10.25	12.20	14.35	....	17.22	19.20	....
Yahsh ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Chingan ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Chingan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.35
Yahsh ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Soochiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghua Junction ..... dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghua Junction ..... dep.	....	10.39	11.35	14.05	....	17.18	18.28	....
Soochow ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jaukfeld ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU — **KIANGSHOO BRANCH LINE.** — **ZAHKOU TO KONZENCHIAO**

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.



Little Jimmy

1. "MOTHER! WHERE ARE MY DRESS SHIRTS?"
"MERCY! I BELIEVE I PUT THE LAST ONE IN THE LAUNDRY. I'LL SEND JIMMY FOR THEM."
2. "JIMMY, RUN DOWN TO MADAM RIFFOS HAND LAUNDRY AND ASK FOR PAPAS FULL DRESS SHIRTS. HURRY BACK AS COMPANY IS COMING AND PAPA HAS TO WEAR HIS FULL DRESS SUIT!"
3. Madame Riffo HAND LAUNDRY
"ERE JEEMY, EES YOUR FAZZERS SHIRTS"
4. "MISS LILAC SMITH OPEN DE DOOR. YO' MINSTREL BOY AM PRESENT!"
5. "HER BLACKSMITH BOY ALSO AM!"
6.
7.
8.
9.
10.
11. "THAT MINSTREL BOY FELL ALL OVER MY PAPAS DRESS SHIRTS AN' NOW LOOK AT 'EM!"
"WHY JIMMY, THOMPSON, YO' BRING 'EM RIGHT STRAIGHT IN YERE AN' I'LL SEE WHAT I KIN DO!"
AND IN THE MEAN TIME
12. MISS FIDGETS IS HERE. HASN'T JIMMY BROUGHT YOUR SHIRTS YET? DINNER IS ALL READY!
"MISS FIDGETS IS A CRANK ON ETIQUETTE AND CONSIDERS IT A CRIME TO DINE WITHOUT FULL DRESS. AN IMMENSE BUSINESS DEAL DEPENDS ON HER OPINION OF ME. HOLD HER UNTIL I CAN GO AND GET A SHIRT. THAT KID HAS FALLEN DOWN AGAIN!"
13. "OH, MISS FIDGET. MR. THOMPSON IS DETAINED. CAN I DO ANYTHING TO ENTERTAIN YOU?"
"I WISHED ESPECIALLY TO SPEAK PERSONALLY WITH YOUR HUSBAND ABOUT A BUSINESS MATTER. BUT IF HE DON'T THINK IT WORTH HIS WHILE TO BE ON TIME, I FEAR I SHALL HAVE TO LOOK ELSEWHERE!"
14. "YO' RES' YO'SELF JIMMY. WHILE I MAKE DESE AS GOOD AS NEW!"
15. "MISTO' THOMPSON. DERE'S BEEN A LIL' ACCIDENT WIF' YO SHIRTS AN' I'M FIXIN' 'EM UP FO' YO'!"
16. "GOING SO SOON, MISS FIDGET? I HOPED TO TALK —"
"GOOD NIGHT!"
17. "IT REALLY WASN'T HIS FAULT!"
"NO, I SUPPOSE NOT."
"AN' NEN TH' BIG FELLER LEANED OUTA D' WINDER AN' HE GRABBED TH' MINISTERUL BOY AN' LIFTED HIM AN' THROWED HIM DOWN AN' NEN THERE WAS SIX PUPPIES AN' ——"
SWINNERTON